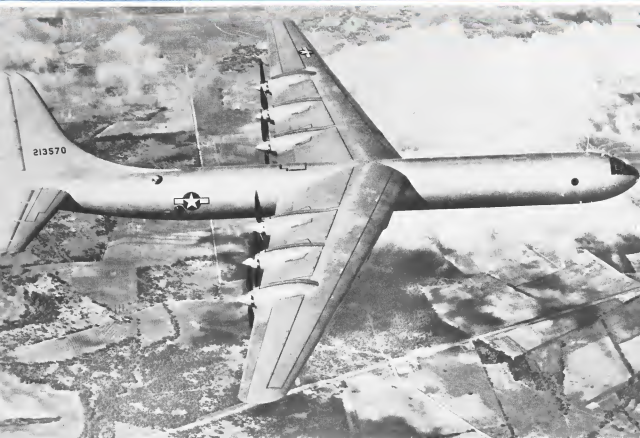


Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC.

NOVEMBER 18, 1946



Backbone of Strategic Air Force: *One of the few flight pictures released of Consolidated Vultee's giant XB-36 bomber for the Army Air Forces, now undergoing proving tests. With its 10,000 mile range practically giving it world coverage, the B-36 production version, of which 100 are on order, will be the main weapon of AAF's strategic air force. (See story on page 12)*

National Aircraft Show Displays Aerial Might of U. S.

Wartime achievement, peace potential of industry is theme of giant Cleveland exhibit. . . . Page 7

Two New Roadable Planes Attack Old Problem Anew

Fulton "Airphibian" flown after 4,000 mi. road test; Plane-Mobile fits average garage. . . . Page 15

Taxes and Federal Budget in Post-Election Spotlight

Republicans may cut defense spending; loss carry-back appears doomed. . . . Page 23

Alaskan Transport Lines Face New CAB Regulations

Examiner favors exemption of bush operators, closer supervision of regular lines. . . . Page 32

Lightplane Sales Resistance Seen in Stock Decline

Preferred shares also break sharply; Aeronca equities do best, survey shows. . . . Page 36

TWA Strike Losses Mount; Re-Hiring 300 Is Issue

Both sides charge stubborn unjustified demands; 10 points chosen for 3-man board. . . . Page 37

Our Business is Automatic Control



FOR 45 years—well over a half century—Honeywell's business has been the development and application of automatic controls to specific needs.

In the air, Honeywell almost a decade ago recognized the increasing need for a wide variety of automatic controls.

The war expedited these needs. They became a challenge which Honeywell met by producing the Electronic Autopilot and Electronic Turbo Supercharger Regulator, aircraft equipment used with the AAF. These together with the Electronic Fuel Gauge and Cabin Temperature Control Systems, under the test of commercial competition, have won acceptance in the transport field.

By such performance, Honeywell has demonstrated that in the air, as in other fields, its business is automatic control. And you can expect automatic control to continue assuming its measure of responsibility for advancement progress. Minneapolis-Honeywell Regulator Company, 2649 Fourth Ave. S., Minneapolis 5, Minn. In Canada: Toronto 12, Ontario.

Associated Service-Engineering Offices in New York, Washington, Dayton, Seattle and Los Angeles.



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Markets of the Federal & Military Aircraft Industry are served by our staff of experienced engineers.

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THE AVIATION NEWS

Washington Observer



BREWSTER'S DIMINISHING THREAT—Speakers for domestic airlines flying overseas evidence little apprehension over the possibility, now better than 50-50, that Sen. Brewster will resign in the new Congress as chairman of the Senate Interstate & Foreign Commerce Committee. They concede that Republicans almost unanimously have supported Brewster's aggressive efforts to promote a "consensus company" policy, but feel Congress would not now put an international situation in chaos with the same patient in its present advanced development.

STEAMSHIPS MAP CAMPAIGN—House Merchant Marine & Fisheries Committee will push aggressively next session for legislation authorizing ownership companies to operate aircraft over their routes. Spearheading the campaign will be the committee's new chairman, GOP's Fred Bradley of Michigan, who will take over from the former chairman, Schwager. Oils Blood of Virginia. Blood's bills for seaway operations have been pigeon-holed in past sessions.

TOUGH SLEDDING FOR AIRPORTS—Regardless of the outcome of the current squabble over CAA's policies in administering the airport program, Washington aviation observers note a dim view of the future of Federal airport financing. It will be an economy-minded Congress, slaking expenditures supposedly, and the airport program is likely to be one of the major victims. Committees which have been holding off airport construction until the government budget could stop flowing, will be caught short.

CONVAIR-LOCKHEED & JUSTICE—The ongoing off-airport rumormongering in the industry about Convair-Lockheed's proposed merger still are based on analysis over the Justice Department's attitude. Reaction of some Washington attorneys is that the 1939 decision of the Supreme Court clearly restricted the area for anti-trust prosecution to cases in which common ownership controls over 10 percent of an industry. They also cite approval by Justice earlier this year of U. S. Steel's acquisition of the \$200,000,000 government-owned Ingersoll Rand plant, which gave the concern control over a substantially larger segment of the steel industry (35 percent) than the Convair deal will exercise in aircraft.

ECONOMY HITS WEATHER SERVICES—Airlines are worried by closing of observation stations by

the Weather Bureau, due to Congressional cuts in the agency's personnel budget. Bureau officials have told the airlines specifically that 50 stations may be discontinued. The first 10 were to be discontinued Nov. 15. The air transport industry feels that with the tremendous increase in flight activity, more rather than fewer services are needed. At many points, employees of airlines are already making official weather observations because the Bureau or CAA cannot afford to offer the service.

WHERE DOES PASSENGER LIABILITY START?

—This problem plagues airline legal brains, and the coming meeting of international aeronautical law delegates in Cairo probably will take it up. The Warsaw convention of 1929, which has been ratified by 29 countries, failed to specify when the airline passenger becomes subject to an airline. Is it when he boards the liner? When he enters the terminal? When he steps out on the ramp? When he first leaves the ground to board the plane? Or when he steps aboard?

CARRIERS Ponder INTERCHANGE AGAIN—

Hardly more than 18 months ago before CAA's renewed flurry of route certification, the airlines were studying interchange of airframes to permit passengers to fly over two or more airlines without plane change. New route certificates and a more generous attitude toward approval of non-stop hops has stopped the talk for passengers. But the cooperation from the large non-scheduled and contract cargo services has brought the subject up again among the certificated lines. As one ATA official said: "It is vital that the scheduled airlines find some way to move property in placehold from front to point with at least the same freedom and as efficiently as non-scheduled contract carriers." A special industry committee is studying how best to interchange cargo—whether by scheduled or non-scheduled means, by a pool of special cargo planes, by individual contracts, or by some type of all-weather glider.

SIMPLIFYING CAB CASES—CAA Chairman Eads

is seeking some simplification of CAB procedure. One possibility is in restricting the area to be covered in CAB cases. As the airline system becomes more complex CAB's present policy of permitting all parties with indirect interest to participate brings an endless number of intervenors. So far, chairman believes restriction of subject matter, increase in Board's staff are most feasible speed-up methods.



Specified For SAFETY!

Today more and more manufacturers of personal planes are standardizing on Goodyear wheels, tires, and tubes—for the same reason: the majority of passenger airlines use Goodyear landing equipment. Both manufacturers and operators have found from long experience that it is the safest, most dependable running gear on any type of aircraft! That's because all Goodyear products are built with an extra

margin of regardless to insure safety under emergency conditions, to give long trouble-free performance in any service. For safety, too, specify Airfym, Goodyear's super-comfortable seat, cushioning that eliminates flight fatigue. And to save weight—Pneudraulic coils. For engineering data, write: Goodyear Aviation Products Division, Akron 16, Ohio or Los Angeles 34, California.



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NATIONAL AIRCRAFT SHOW

November 15-24, 1946

AVIATION NEWS • November 18, 1946

National Aircraft Show Displays Aerial Might of United States

Warlike achievement and peace potential of aeronautical industry is theme of giant exhibit in Cleveland booster plant.

By WILLIAM KROGER

In the vastness of a war-built plant that subtly symbolizes the warlike and immediate postwar position of aviation, the aircraft industry last week for the first time spread out lay all to see the immense peacetime of what it has done, what it is doing and what it hopes to do.

In the Fuller Boomer Plant, newly cladding in one end of the far-reaching Cleveland Airport, the industry has put on view about one billion dollars' worth of warlike at a cost of approximately \$5,000,000 and labeled it the National Aircraft Show.

✶ **Warplanes Displayed**—Planes and equipment of World War II are displayed, reminders of what the industry did during its peak years 1941-45 period. present aircraft, military, commercial, private, are on view, mockups of planes still a-building are there, plans and aspirations of new air devices, perhaps far in the future are supported; the multitude of services and contributions to, of, and interrelated with aviation are represented.

The whole is lodged in nearly 300,000 sq. ft. of a 1,000,000 plus square foot plant that during the war was built for the production of bombers and then never used for that purpose. It passed into the hands of the War Assets Administration which uses it for the storage of thousands of surplus aeronautical items. In the basement, under the main show display area, the visitor can see another facet of aviation today: WAA's "show window" of its surplus aeronautical equipment.

During its ten-day life, ending Nov. 24, the National Aircraft Show expects to entertain 150,000 in site and scope, it has probably

been exceeded by few exhibitions of any character. As a show of a single industry, it has never been equaled. As a show of an industry that in a few months dropped from the world's largest to one-eighth of its wartime size, it is an impressively bold venture.

✶ **Exhibit And Program**—On the one hand the show is an exercise exhibit to the American people of what aviation contributed in the war. On another hand, with its theme of "Air Power in Peace Power," it is a frank attempt to enlist public support in keeping U. S. air defense strong. It is also a promise, if least in spirit, of what manufacturers and transport companies can do in utilizing the

surplus for overall benefit. And it is a sales medium that possibly can out-sell anything of such nature ever before undertaken.

At the recent aviation exhibition in England, direct sales and sales resulting from inquiries at the show totaled at least \$25,000,000—chiefly for commercial-type aircraft that are still needed and in some cases several years away.

At Cleveland prospects see proven aircraft such as the DC-4 and Constellation that are now being delivered, and mockups of outway models of planes that will be coming off the lines shortly after year's end. For personal plane buyers, in contrast to the little or nothing that can be offered elsewhere in the world, RAB has lined up many different types of private aircraft, the majority of which are of metal. (See Private Flying.)

All at a time when many observers, both within and without aviation have been glooming over the financial outlook, all segments of the industry have combined in a gesture of "say it isn't so!" It



Being Round the World A key feature of the Boeing Aircraft Co. display at the National Aircraft Show is this map illustrating the routes which will be flown by the company's Stratoliner, subpassenger (passenger) expected to be in service next Spring. Dorothy Lulliguit, Boeing worker, opens the continent.

should be convincing. For the first time of its kind ever held, the Aircraft Industries Association, official sponsor, has lined up as co-sponsors Army, Navy, Marine Corps, Coast Guard, National Aeronautic Association, National Aviation Trade Association, Air Transport Association, Aviation Distribution and Manufacturers Association, CAA, National Advisory Committee for Aeronautics, War Assets Administration, Air Force Association, Air Power League, Civil Air Patrol and Aviation Writers Association.

The services furnish the spectacular, with jet plane flights, scaled model displays and the myriad things associated with military aeronautics. The 200-odd exhibitors with more than 1,000 displays, furnish a fast-paced education of what is made up aviation today. Perhaps the most unexpected is the presence of the Great Atlantic & Pacific Tea Company, the exhibitors (food kiosk by air). The globe-contrasting ability of the airplane is depicted in Consolidated Value's domains, as a reminder of the past, while the future is anticipated, but unconvincing limited by Fairchild-Ryan's advertisement of NRP, a Nuclear Energy for the Propulsion of Aircraft.

John Carey New Head of WAA Aircraft Sales

John H. Carey has been appointed acting deputy administrator in charge of the Office of Aircraft Disposal of War Assets Administration, a succeeding James A. Matheson who has been moved up to the post of acting vice administrator for Washington staff operations.

Carey will also be in charge of disposal of surplus electronic equipment, which was made a division of the aircraft office several months ago. He has been with WAA since February. During the war he was lieutenant colonel in the AAF, serving as chief of staff, Air Service Command, 13th Air Force, prior to the war. He was in the real estate management business in New York.



HELICOPTER FLIET TAKES TO THE AIR!

Bell's helicopter flight formation comes at Buffalo—over commercial Model 47 helicopters as the air at one time. While still paying the market for these two-plane rotor craft, Bell has sold one for \$25,000 to United Drug Corp. and has a backlog of orders for several hundred. The company's own helicopter pilot school has graduated more than a dozen pilots.

24,000 Surplus Planes Are Sold by WAA

Approximately 24,000 surplus aircraft had been sold by War Assets Administration and its predecessor agencies by the end of September and has made possible a tremendous upswing in established aviation activities and the founding of many new ones. WAA states in a report "War Wings for Peace," released last week concurrently with the opening of the National Aircraft Show.

Up to September of this year, WAA had received 68,000 surplus planes, 37,000 of which were issued, utility cargo, transport or training types. Of these, 24,000 have been sold, more than 400 utility cargo, 17,000 transport (mainly primary trainers), and 1,000 transport.

Availability of these aircraft, WAA points out, enabled many service units to fly commercially. "This was a situation pretty much made to order for them. Never before in our history could it have happened. On the one hand, there were pilots and planes. On the other, manufacturers and producers were crying for fast transportation of their products to market."

One instance cited of how surplus disposal gave rise to a new

business that in the future will be a market for the aircraft industry. "A group of ex-military pilots in a southern state is operating a non-scheduled and charter service, using light transports purchased from surplus stocks, running an airport, also acquired from War Assets, and now have signed a contract to act as a War Assets agent for the sale of surplus aircraft components and parts."

Faster Rainbow

Cruise speeds ranging from 413 mph. up to 446 mph. for flights of less than 3,000 mi. are being promised for the 46-48-passenger Rainbow transport, based on a range of 4,000 mi. on the basis of new studies of the plane's short-range performance.

The Rainbow was originally conceived as a transoceanic aircraft and its previously estimated 460 mph. cruising speed was based on a range of 4,000 mi. That figure of the AAF's XP-12 prototype, however, has indicated better performance over shorter legs.

With 48 passengers, baggage, and 1,200 lb. of cargo, cruising speed is 38,000 ft. altitude will range from 413 mph. for 3,800 mi. up to 423 mph. for 1,800 mi. At 40,000 ft., the plane will cruise at 435 mph. for 2,000 mi. up to 446 for 1,200 mi.

New Congress Will See Renewed Surface Carrier Fight for Air Rights

Alliance between House Merchant Marine and Commerce Committees will strengthen railroad and steamship company's bonds; three aviation champions exit from Congress.

A complete new set of personalities will loom prominently in the aviation picture on Capitol Hill when the new Congress convenes in January.

The GOP election sweep will bring Republican, for the first time in over a decade, into committee chairmanships and control over legislative matters. The congressional picture will be further changed by the re-wrapped committee structure plan, laid out in the 1947 Congressional Reorganization Act, which is slated to go into effect in next year's congressional session.

Senate GOP leader, Wallace White of Maine and other GOP spokesmen have given assurances that the reorganization plan "will, at least, be given a fair trial," in answer to suggestions that the plan would be scrapped.

The House and Senate will be merged into a House Armed Services Committee and a Senate Armed Services Committee. The Senate Commerce Committee will be merged with the Interstate Commerce Committee into an Interstate and Foreign Commerce Committee.

Without much doubt, the airport program will be hit severely by the GOP election drive. Particularly, joint appropriations for big airports (Class IV and V) are expected to fare ill badly in the GOP congress, with the "right's" rightists, strong in the Republican ranks, looking with disfavor on the friendly relationship of GOP Rep. Howell of Illinois who unconsciously pushed amendments to the Airport Act requiring that all federal airport monies be funneled through the airlines now on the majority side of the scale.

Three aviation champions will make their exit from Capitol Hill as a result of election defeat: Representative Randolph (D., W. Va.), leading advocate of an autonomous surface, standard aviation aviation, a civilian pilot training program, and many other aviation measures; Sen. Hugh Mitchell (D., Wash.), chairman of the aviation subcommittee of the Senate's War and Navy Committee; and another of legislation creating an Air

N.S. an advocate of transportation integration permitting railroads to enter the air field, appears likely in the new Congress. Sen. Clyde Reed (R., Kans.), one of the big contenders for the chairmanship of Senate Interstate and Foreign Commerce Committee, also looks favorably on transportation integration.

There appears to be a better than 50-50 chance that the GOP-controlled Senate will pass through legislation requiring that all bilateral executive air agreements requiring the "free freemans" policy take the form of treaties, subject to two-thirds approval by the Senate. Republicans, almost solidly, back the position that bilateral air agreements should take the form of treaties. Whether the GOP, after consideration of the chair in international affairs likely to result from the requirement of Senate confirmation of already-executed agreements, will drop out of their position is a question.

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Policy Board to map a plan for the maintenance of air power during peacetime. Sen. Lytle Brown (D., Ohio), an alert fighter against current aviation of the air transport field on Interstate and Foreign Commerce Committee.

Leadership Switch—In the switch in leadership from Democrats to the Republican party, three changes will take place in control on committees handling aviation affairs.

Chairman Joseph Bradley (D., N.C.) of Senate Commerce Committee and Sen. Warren Magnuson (D., Wash.), and Sen. John O'Connor (D., La.), ranking members, who fought back the GOP's attempt to strip the committee of the Administration's regulated aviation policy in aviation aviation will be replaced in various members of the new Interstate and Foreign Commerce Committee. GOP chairman for the Senate's War and Navy Committee is Sen. Clyde Reed (R., Kans.), Sen. Owen Brewster (R., Me.), Sen. Wallace White (R., Me.), Sen. Alexander Wiley (R., W. Va.).

Chairman Albert Thomas (D., Wash.) of Military Affairs Committee and ranking Military Affairs committee member Sen. John Johnson (D., Colo.) and Lester Hill (D., Ala.) will be newly members of the new Senate Armed Services Committee. GOP Military and Naval Affairs Committee member will have the top positions of the new committee are: Sen. Styles Bridges (R., N.H.), Sen. Glen Gurney (D., S. Dak.), Sen. Charles Tobey (R., N.J.) and Sen. Wayland Brooks (R., Ill.).

Vision New Minority—Leadership of House Interstate and Foreign Commerce Committee will switch from Chairman Charles P. Lea (D., Calif.) to Rep. Alfred H. Hildebrand (D., N.C.) and Rep. Robert Cramer (R., Ohio) to Rep. Charles

AVIATION CALENDAR

- Nov. 14-15—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 15-16—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 16-17—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 17-18—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 18-19—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 19-20—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 20-21—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 21-22—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 22-23—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 23-24—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 24-25—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 25-26—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 26-27—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 27-28—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 28-29—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 29-30—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)
- Nov. 30—National Aircraft Show, Cleveland, Ohio. (Sponsored by Aircraft Trade Association, National Aircraft Association, National Aircraft Manufacturers Association, National Aircraft Distributors Association, National Aircraft Sales Association, National Aircraft Leasing Association, National Aircraft Finance Association, National Aircraft Insurance Association, National Aircraft Maintenance Association, National Aircraft Repair Association, National Aircraft Overhaul Association, National Aircraft Painting Association, National Aircraft Polishing Association, National Aircraft Cleaning Association, National Aircraft Detailing Association, National Aircraft Wash Association, National Aircraft Wax Association, National Aircraft Grease Association, National Aircraft Oil Association, National Aircraft Lubricant Association, National Aircraft Fuel Association, National Aircraft Air Association, National Aircraft Water Association, National Aircraft Gas Association, National Aircraft Electricity Association, National Aircraft Heat Association, National Aircraft Cold Association, National Aircraft Wind Association, National Aircraft Rain Association, National Aircraft Snow Association, National Aircraft Ice Association, National Aircraft Fog Association, National Aircraft Cloud Association, National Aircraft Sun Association, National Aircraft Moon Association, National Aircraft Stars Association, National Aircraft Planets Association, National Aircraft Universe Association.)

Taylorcraft Reorganizes

Taylorcraft Aviation Corp., Alliance, Ohio, last week filed a Federal District Court petition to reorganize under section 11 of the Bankruptcy Law. Petition listed debts totaling \$275,123.50 including \$175,500 in Federal tax liabilities, accounts payable, interest and debt payable due of \$10,000.

Assets were listed at \$4,302,000 including property and equipment, at Alliance, valued at \$1,554,000 and at Cleveland, valued at \$400,311.15. The petition asked appointment of Paul Rusk, president of Taylorcraft, as trustee for the reorganization.

Wolverton (R, N.J.)—elected for the chairman, Rep. Charles Hallbeck (R, Ind.) and Rep. Carl Hays (R, Calif.), Rep. Clarence Brown (R, Ohio).

Chairman Carl Vinson (D, Ga.) of House Naval Affairs Committee, and ranking Naval Affairs Rep. Pat Dewey (D, Va.) and Lyndon Johnson (D, Tex.) will be primary voices as the new House Armed Services Committee leadership of the new group will be GOP Military Affairsman Walter Andrews of New York, Dewey Short of Missouri, and Naval Affairsman W. Sterling Cole of New York and George Bates of Massachusetts.

Rep. Clarence Cannon (D, Mo.), who helped amend the 1947 Airport Act as an entrepreneur and who has consistently led his committee in shaping civil aeronautics, military, and naval aviation budgets, will step down from the chairmanship of House Appropriations Committee, which will be a reorganization. Rep. Arlen Specter (R, N.Y.), who will continue Cannon's flesh-slashing activities Chairmanship of the Subcommittee on Commerce Department will switch from Rep. Louis Rabaut (D, Mich.)—who chairs credit for Aeronautics, to establish a new subcommittee plan for the use of air navigation facilities—to Rep. Karl Stefan (R, Neb.) Economy-minded Rep. Albert Wenzel (R, Mich.) is slated to take over the subcommittee on War Department, and Rep. Charles McNairy (R, Va.) is slated for chairmanship of the subcommittee on Navy Department.

Roosevelt Leadership—Sen. Styles Bridges (R, N.H.), Sen. Wallace

White (R, Me.), Sen. Chas. McNairy (R, Ind.), and Sen. C. Wayne Brooks (R, Ill.) will take over the committee of Senate Appropriations Committee from Chairman Kenneth McKellar (D, Tenn.) and his top lieutenants, Sen. Carl Hayden (D, Ariz.), Sen. Riker Thomas (D, Okla.), Sen. Pat McCarran (D, Nev.), who is chairman of the subcommittee on Commerce Department, has been largely responsible for getting CAA funds allocated by the House re-instated in the Senate will step down to minority ranking on the committee in the new Congress.

Senate Appropriations Committee has consistently avoid military and naval aviation and civil aeronautics budgets from House slates. The GOP leadership of the committee, however, is expected to be less generous in re-instating House cuts than the Democratic leadership.

The most slated to become Speaker of the House in the new Congress—Rep. Joe Martin of Massachusetts—is best remembered as aviation circles for his unsuccessful promotion of a standing Aviation Committee in 1945.

The two top committees for the past of majority leader in the House next year—Rep. Charles Hallbeck (D, Ind.) and Rep. Clarence Brown (R, Ohio), with Hays given the odds—have been active in aviation matters—both with obstructive records and as members of Interstate and Foreign Committee. Both men backed the 1944 omnibus Air aviation bill and the 1947 Airport Act, although ultimately went along with the bill.

Hallbeck's Project—Hallbeck's pet project in the past Congress was expansion of the Civil Aeronautics Authority from the Commerce Department and its re-creation as an independent agency. The change in the Commerce Secretaryship from Henry Wallace to W. Averell Harriman, however, has ended Hallbeck's drive for separation of CAA from the control of the Commerce Department.

The men slated for leadership posts in the new GOP Senate—Sen. Wallace White of Maine, Sen. Arlen Specter of Michigan, Sen. Robert Taft of Ohio, Sen. Kenneth McNairy of Tennessee—have shown no special interest in aviation affairs, bypassing the field for the top possible political issues of the day. On civil aeronautics matters, both domestic and international,

The GOP has looked to Sen. Owen Brewster (R, Me.), far director. Probably the best informed on civil aviation at Senate Headquarters, Brewster is expected to become increasingly important in setting GOP policy on the subject.

Yandberg, a likely selection for President. For Tom of the Senate, as a member of Senate Commerce Committee, aligned himself with the GOP line forcing a "community company" for overseas air transport and opposing the Administration's "free freedom" air policy, generally voting, however, by proxy.

The influence of Lieutenant Taft, slated for the chairmanship of Senate Finance Committee (which in the new Congress will work out budgets with the Appropriations Committee), even if he must the leadership part, is likely to be most felt in budget-increasing on national defense aviation expenditures. Taft is expected to force Congress to apply "stringent" considerations but his sentiments are likely to be conditioned by party and public opinion. Taft's tentative proposal to cut next year's national defense budget to \$10,000,000,000 and \$12,000,000,000 a modest cut. This year's budget for the Army and Navy totals approximately \$12,000,000,000.

Constitution Flown With 158,000 lb./Load

Glute transport *force* pondered by Hall Lockhead and Admiral Reeves, crew estimated at \$2,500,000 for air force use.

Loaded to 158,000 lb. (14,800 lb. maximum gross takeoff weight, Lockheed Aircraft Corp.'s "Constitution" required only 1700 lb. to takeoff roll) to become airborne in its first flight May 8.

It soon gave the illusion of more than a fast boat speed when its wheels left the runway of Lockheed Air Terminal at Burbank, Cal. Joe Turville, 41-year old Lockheed chief test pilot, later said that in that distance the plane had reached a speed of approximately 180 mph.

Economic Question—Once in the air, the big plane became far its bulkier, its economic question, its bulk, with two outstanding big plane sidemen standing on the air terminal rooftop and gazing upward as if to see the future of it. To Col. H. Hubbard, Lockheed vice-president and chief engineer,



Constitution Takes to Air in First Test Flight. Requiring only 1,700 lb. of 4,600-ft. runway, glute transport with Joe Turville at controls leaves after desert for first tests scheduled to extend over next six months before being turned over to Navy.

It is a plane that presents little attraction to airline buyers without the propeller-turbine power plants contemplated in its original design. To Rear Admiral J. W. Reeves, Jr., commander, Naval Air Transport Service, it offers a possible new tool for his use in loading his sales campaign in Washington for perpetuation of NATS.

Admiral Reeves speculatively considered that with Constitution I and II already built there remains almost sufficient space parts to build a third, that the plane probably will be usable at \$2,500,000.



Daddy Long-Legs—One of the main uses of the Lockheed Constitution, 32-ton Navy transport which made its initial flight last week. Each of the four 18-inch diameter wheels has six air wheels. Because of the rotors of self-starting tires, a smaller and lighter landing gear assembly is needed than would be the case of single or dual wheels were used.

on the basis of an order for 75 wheels—each an order over in placed, that with turbine-propeller power plants which may be ready within three years it should have a range of 3000 mi. There is little likelihood, however, that Navy will go beyond the experimental order for two planes for another year.

Six Week Tests—Lockheed is expected to spend six months in complete test flight of the Constitution, "strutting it out" for every bit of engineering information it can be made to supply. That Navy will take over for its own use, which may last another six months.

Admiral Reeves would like to see the plane put to conflict use, as a showpiece sample for the Navy's promotion of its own air force. He saw interesting possibilities in extending Navy "good" money in the light of the Lockheed P-2-V "Fleetstar" and the dramatic effect of the Turtle's surprise flight from Australia.

Whatever the plane may mean to Lockheed in the way of future orders, it is certain to merit close attention throughout aircraft engineering circles during the entire period of its test flights, and should produce for the industry valuable data on performance resulting from Lockheed's extreme care in designing for optimum aerodynamic efficiency.

Hook Heads Airports

Appointment of R. Arthur Hook, as deputy assistant CAA administrator for airports, was announced last week by Administrator T. P. Wright. Hook moves to Washington

from Santa Monica, where he has been assistant administrator of the south CAA region, and previously served as regional administrator during the military service of Joseph Mariotti, now with naval administrator. Hook will be deputy to Charles B. Donaldson, assistant administrator for airports, working with him in administration of the National airport program. Hook has been with Federal aeronautics agencies since 1935.

Kittyhawk Biplane Awaits Suitable Home

The first powerplane to fly, the historic biplane which Kittyhawk killed from the sands of Kitty Hawk, N.C. nearly 45 years ago, may be expected to remain in England indefinitely, until a suitable place is designated for it in this country.

Secure close to Kitty Hawk, recently reported that the 31-year-old co-pilot of the first successful airplane, contrary to rumor and recurring reports, has made no definite plans for the plane's future return to this country. He intends to bring it back—but not until it is satisfied with the arrangements made for its exhibition.

Prescribed Museum—In 1941, the Smithsonian Institution, which offered that if the plane were brought back it would have "the place of highest honor which is its due." Presumably this would be in the new National Air Museum recently authorized by Congress.

Owett Wright, his friends say, thinks this museum should be in the Southern Capital, and not in his home town, Dayton, Ohio, nor in Cleveland, both of which have asked for it, nor in Kitty Hawk. He does not believe it should be primarily a museum of World War II aircraft as some AAF officials have suggested, but favors an exhibition of all types of aircraft, with more emphasis on the civil and commercial aircraft which he and his brother Wilbur had in mind when they developed the first plane.

Cleveland Bid—Cleveland is seeking to have the huge Fisher Aircraft plant at Cleveland airport, the site of the National Air Show, chosen for the national museum. This proposal has support of several high ranking AAF officers because it has been proposed to place the Cleveland site, if

shown, the Arnold Air Museum, after General of the Army H. H. Arnold, World War II commander of the AAF.

AAF Reveals More Details on XB-36

The two-wheeled main landing gear on the Consolidated XB-36 prototype bomber will be replaced by an eight-wheel unit as the production model, AAF has announced in releasing more details on the 276,000-lb. plane that has been built for a 10,000-mi. range.

The eight-wheel gear—four on each side—will be made by Goodrich and be similar to that company's installation on the Lockheed 98-ton Constellation. Each wheel will be 36 in. in diameter, in contrast to the 19-in. single wheels on the prototype. In addition to saving 2,500 lb. in weight, the new gear, by improving weight distribution, will enable the huge aircraft to use smaller fields.

Wing tanks of the B-36 (which contain more rubber than the landing gear) will hold 51,114 gal. of gasoline—about two tank cars—and provide a normal range with a 10,000-lb. bombload of 10,000 miles.

Although powered by six of the largest reciprocating engines in service—Pratt & Whitney Wasp Majors of about 3,000 aural hp—the B-36 will still have a cruising speed of below 300 mph, leading to speculation that AAF's ultimate use for the B-36 craft it has in order will be as troop transport.

One of the features of the plane is thermal anti-icing equipment throughout. Marine air, passed through valved air heat exchangers, is ducted between the double skin of the wing and tail leading edges, between the double skin at the palm's and bomb-bay's entrance, and to the gun blast's. First application of thermal adding in production-model propellers is planned for the 39-ft Curtiss electric hollow-silver blades.

Dr. Moss Dies

Dr. Sanford Alexander Moss, inventor of the turbo-propeller and co-founder of General Electric Co., has died at Lynn, Mass., at the age of 74. While he had a long list of inventions to his credit, the turbo-propeller brought him his most widespread popular-

acclaim as it was acknowledged many times to be the main reason for the outstanding performance of U. S. aircraft engines at altitude. That device resulted in the award to Dr. Moss of the Robert J. Collier trophy by the National Aeronautics Association.

Dr. Moss was born in San Francisco and was graduated from the University of California. He had been associated with GE since 1883, although serving as a consultant to the Army Air Corps in 1917-18 and to the AAF in the recent war.

George Leaves Army For Air Post in Peru

Lt. Gen. Harold I. George, organizer and wartime commander of the Air Transport Command, last week resigned from the Army to become chairman of the board and president of Peruvian International Airways, the government-sponsored airline to operate from

Lima to Montreal via Panama, Havana and New York.

George was commissioned as a lieutenant of cavalry in 1911, but shortly resigned to enlist as a flying cadet in the aviation section of the Signal Corps. Until his resignation he had served continuously in the Air Corps, participating in the bombing trials off the Virginia Capes in the early twenties that precipitated the famous "Riley" Mitchell case.

George organized ATC in March, 1945, and was its commander until two months ago when he became AAF member of the United Nations Military Staff Committee. From March until August of this year he also was AAF's director of information. George's headquarters and home will be in Lima, Peru.

Aviation Advisory Panel Holds First Meeting

Formation of the Aviation Industry Advisory Panel has been announced by the Air Coordinating Committee. The panel, which has held a preliminary organizational meeting, consists of:

L. Webb Pogue, president of the National Aeronautics Association, Admiral E. S. Lane, president of the Air Transport Association, Frank P. Weston, director of organization, American Federation of Labor, E. J. Thomas, a vice-president of C. I. O., Frank Caldwell, director of research, United Aircraft Corp., representing the Institute of the Aeronautical Sciences, and John E. P. Morgan, executive director, Aircraft Industries Association. John Stueben, executive secretary of ACC, will act as secretary of the aviation panel.

ACC has also completed organization of some of its other activities, with its executive division headed by Russell B. Adams, director of CAA's economic bureau, and its technical division chartered by CAA administrator T. P. Wright.

Schroeder at Show

William Schroeder, of Charles E. Gable & Associates, New York, had his first job with Don Ryan, Mackler, Hill & Kravitz, public relations executive for the Personnel Aircraft Council in handling personal plane publicity at the National Aircraft Show at Cleveland, now in progress.

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Loc. 5000 Ocean Park Boulevard, Santa Monica, California, for name of Douglas Authorized Conversion Center or Douglas Approved Service Center nearest you, state parts warranty policy. This company's standard warranty policy is applicable to new spare parts will be extended only to parts manufactured by the Douglas Aircraft Company. Such warranty applies whether the parts are replaced directly by Douglas, obtained from Government sources and supplied through Douglas in accordance with the War Assets Administration agency agreement, or procured by the ultimate customer through authorized dealers or agents of Douglas. Warranty adjustments in all cases, will be handled through the procurement source.

For more complete information, write.

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The Birdmen's Perch

By Major Al Williams, AIAA, "TATTERED WING TIPS,"

Gulf Aviation Products Manager, Gulf Bldg., Pittsburgh 30, Pa.

Make a note of Nov. 15-16

The place is Cleveland.

The event is the National Aircraft Show where you'll find the latest in aviation, and a lot of personal airplanes and equipment on the way.

And you won't have to wait through three wings and a dash of a museum to get to the big airplanes, either. The kids who are running this show are anxious, and in putting the kinds of planes a field, some in a big in the perfect sense possible!



Revolutionary, too, isn't it?

Well, you can see them and enjoy it.

And you might also want to see if anyone has any late developments in the "new" aviation—airplane jobs we read about. We've been telling you for years that it was coming—and here it is...

A fellow in California is preparing a set of a flying wing fighter plane with no external wings or tail, (winging) is a new kind. It would be added out of paper, plastic, or glass fibers. And we have to say this... but...

...it would be designed for maximum performance!

Up?



TRULY RURAL

We just saw some figures on who flies

farmers, that is who!

Why, in one state, 3500 farmers fly! That's 85% of all the farms in that state!

We're willing to bet a few slices of folding money that a lot of them are flying but Gulf's Old in their planes, too. We know we're in a pretty safe ground for two reasons. To wit and is follows:

Gulf's complete line of farm airplanes (for everything from sowing machines to rescue) has been used on a lot of farms for a half year. And the farmers we get from farmers show they think pretty highly of the Gulf's use on any problem product—farm or otherwise.

So we assure that when a farmer sees his new plane down in the south field, his engine is apt to be the latest with



Gulf's Old... and let's say to keep it that way!

One other reason for being fairly sure that the average farmer flies with Gulf's Old is that he's usually a tough customer. He has to be, with all the outside he operates and keeps in repair!

And any good mechanic can understand that the exclusive Alchior Bros. which gets new custom-built planes out of Gulf's Old makes it a better, tougher business.

Try it and see!

LITTLE KNOWN FACTS DEPT.

You should know by now how this department works:

You send us a Letter Known Fact About Well Known Plane, and you send proof! If we use it, you become a Perch Pilot (bonus mail) with a handsome certificate in proof. If you give 5 "Perch" accepted, you are promoted to Senior Perch Pilot.

So get busy—the way Paul T. Barker, Los Angeles, Cal., did.

"If the right door of a lightplane is opened in flight, the plane will turn out to the right, but to the left!"

Proper Wadler, Moline, Texas, he comes a Perch Pilot (he) with



"Flying rubber that they actually give the plane RTT (Rubber in flight, they said to turn up to much in 30 before descending!"

Okay. Now you try. Address above

Gulf Oil Corporation and Gulf Refining Company... makers of



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SCHOOLS

Two New Roadable Planes Renew Attack on Old Problem

Robert Fulton, Jr., flies "Alphabias" after 4,000 mile road test; Plane-Mobile on Pacific Coast can fold wings to fit average garage.

By ALEXANDER McQUEEN

Automobiles that fly, or at least that can be driven on city streets, are becoming more and more the subject of serious consideration as the next step in personal air transportation by the most imaginative engineers in the industry.

Two new experiments in this amphibious category of land-air vehicles were disclosed last week on the West Coast.

A national two-place Plane-Mobile, which folds its wings, fits easily into the average garage, and can be rigged for flight by two men in 15 minutes, is entering flight test stage at Los Angeles. It was built in the garage that houses it by Stanley D. Whitaker, former sales manager of AirCoach Manufacturing Co., and Daniel S. Zuck, aircraft powerplant engineer formerly with Interstate Aircraft & Engineering Corp.

Fulton Plane—Meanwhile at Denbury, Conn., Robert Fulton, Jr., descendant of the inventor of the steamboat, successfully flew his "Alphabias," an aluminum-bodied convertible coupe with detachable wings, and later drove away down the highway, leaving the flight component, to let downtown office.

Fulton, president of Centennial, Inc., which made aeronautical equipment during World War II, proposes to manufacture his car-planes for the general public at an estimated price of \$4,500 to \$5,000.

These two new developments are additions to a long line of attempts to make such a combination vehicle, dating back at least to the pre-war Waterman Aircraft, the Gwinn Airmor, the Root Skycar, and the Pizzani roadable autogiro. Most recently the Southern Aircraft flying roadable plane

(AVIATION NEWS, Feb. 4, 1945) a Consolidated-Vultee roadable under test at San Diego, and two other developments in preliminary stages, the Wiggins Airmor, at Omaha, Neb., and the Harvey Transplane, at Torrance, Calif., have been reported.

Most with Swoose—Born of a demand to make one vehicle serve all men's personal transportation needs, roadable planes have been sought by conventional aircraft manufacturers and designers as "neither good automobiles, or good airplanes." The powerful argument of economy is on the side of the roadable plane designer, however, for if every man who now has an automobile could make that vehicle serve also as an airplane, thereby greatly enhancing its already indispensable utility, the need for such a vehicle might well be far beyond the present automobile market.

Fulton's Alphabias is a little beyond the preliminary test stage, since he has already road tested it for 4,000 miles. In the demon-

stration at Denbury airport, observers reported he drove his four-wheel coupe into the field, added a propeller, hatched on the flight assembly of wings, rear fuselage and tail, and then took off after a 400 ft. run. After cruising at 150 mph over Denbury for a short time at varying altitudes, he landed, disconnected two locks which released the wings and fuselage, unlatched the propeller, and drove away, leaving the flight component, standing on three wheels of its own, behind him.

Plane 10 Planes—Fulton says the prototype is the first of 10 custom-built Alphabias he will make, and he hopes to begin mass production within nine months, after obtaining CAA approval.

The coupe is steered on the ground with the same control wheel as is used in the air, has a rear-wheel drive, and "almost unlimited" speed on the ground, due to its light aluminum construction, and its powerful 198 hp Franklin engine. Fulton recommends a "two-wheel" ground speed of 45 mph. On the road it has shown mileage of 25 miles per gallon, and it has an estimated range of 400 miles as an airplane, with its 30-gallon tank capacity. It will carry 50 pounds baggage in addition to pilot and passenger.

Small Propeller—Fulton uses a small-diameter wide-bladed propeller, which, with an efficient engine muffler, makes the airplane quiet in flight. Wingspan is 33 ft 6 inches, and the coupe's overall measurements are 5 ft 4 in. He describes the disconnection operation as so simple a woman can take it apart and put it together for flight or highway, in five minutes.

The West Coast Plane-Mobile of Whitaker and Zuck is considered their first experimental step toward a deluxe folding-wing family



Variable incidence wings: Ready for flight after 15 minutes of conversion with screw, wrench, hammer and drill punch, the Los Angeles-built Plane-Mobile has its right ground wing retracted and its retractable fuselage as if to make a checkup left turn. (Aviation News photo)

McCAULEY'S NEW MET-L-PROP FOR YOUR PERSONAL PLANE DURABLE IT'S METAL LIGHT IT'S ALUMINUM



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• Pilots throughout the country are excitedly inquiring about the McCauley Met-L-Prop, the new lightweight, aluminum propeller. And no wonder... for it is the first and only metal propeller ever manufactured for personal planes. Here, at last, is a propeller that is light, efficient and durable... it will not swell, crack or warp. Its greater durability will outlast all other types of propellers. Run is no handicap... there's no waiting for the propeller to dry. More important, too, Met-L-Prop produces better performance. Its light, thin airfoil blades develop maximum horsepower and there are no mechanical parts to become out of adjustment. Met-L-Prop is available now for Continental A65, A73, C75 and C85 engines. CAA approved No. 642. Write today for complete information or see your local dealer or distributor.

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When writing, please mention the type plane you have or expect to purchase and its engine model number.

CAA Is Reversing Stand on Red Tape

Eliminates eye test, simplifies aircraft registration, and disallows Federal Government agencies last week in an outbreak of red-tape sloughing, announced four major simplifications of regulations affecting pilots and aircraft manufacturers.

Administrator of Civil Aeronautics T. P. Wright announced 1 That CAA had dropped the eye refraction test, as part of the physical examination of commercial pilots, as not necessary for flying safety, and eliminated any specific fee for pilots' examinations.

2 That the new simplified aircraft registration plan providing for immediate temporary registration certificates, and transferable student's tags, was in effect as of Nov. 15.

3 That CAA soon will disseminate a list of manufacturers of approved products for aircraft use. Licensed manufacturers hereafter will provide purchasers of aircraft components with a written warranty that the parts meet CAA minimum safety requirements.

4 Took Orders Coming—Requirements will be announced to the parts makers in a series of technical standards orders, complying wherever possible with already established standards of Federal Specification Board, Aeronautical Board, Society of Automotive Engineers, and Aircraft Industries Association. The present list of acceptable manufacturers will be continued only until such type of product has been covered by a technical standards order.

Meanwhile William A. M. Barrows, Assistant Secretary of Commerce, announced that U.S. tourist pilots flying into Canada, within 30 days will not have to clear with U.S. customs officers before taking off. Detailed instructions are to be issued by the customs bureau within 30 days, to make the crossing of the Canadian border "as simple as crossing a state line." However aircraft carrying merchandise or passengers for hire will still have to comply with the former regulations, the relaxation applying only to non-commercial flights. Similar contentment of restrictions on the U.S.-Mexico border is being studied.



NAVIGOS TO BRAZIL:

Three Brazilian pilots left Los Angeles Municipal Airport recently, in the first three export North American four-place Mustang, to fly them 3,000 mi to Sao Paulo, Brazil. North American officials believe it was the first overseas export of Cessna-built personal planes. Left to right: Oscar Ferreira, purchaser of the planes, and pilots Roberto Borneo and Ray Barbosa.

5 New Plane Details—Details of the new plane registration plan provide for the plane owner to use Form ACA-506, obtainable at any regional or district CAA office, in three parts with a carbon may be each. Part A, "Registration Certificate," shows purchaser's name, address, make and serial number of aircraft. Part B, "Application for Registration," duplicates this information. Both are filed in by purchaser. Part C, "Bill of Sale," is filled in by seller, and both original and carbon copy must be retained.

When the three parts are completed, purchaser posts original of Part B in the plane cockpit, as a temporary registration certificate good for 60 days. He keeps the original of Part C, the bill of sale, and sends the rest of the form, including original Part A, and the three carbons, to the Registration and Recordation, Civil Aeronautics Administration, Washington 25, D. C., accompanied by the required \$5 fee.

When the original of Part A comes back to the purchaser, properly processed (and the CAA promises that it will come back "faster than the 60 days in" in sharp contrast to the time-consuming delays experienced under the old system), the purchaser destroys the temporary form, and replaces it with the permanent one, valid as long as he owns the airplane.

6 Dealer Certificates— "Dealer's Registration Certificate" may be used by manufacturers, distribu-

tors and dealers, for ferrying and demonstration of new aircraft. They expire in 12 months, cost \$5 for the first one and \$1 for each additional certificate. They may be transferred freely from one new plane to another, as long as the planes are owned by the person to whom the certificate was issued, and he can show a bill of sale proving this.

The dealer's certificate is purchased by statement on form ACA-1706, obtainable at any CAA district or regional office, that the applicant is a bona fide manufacturer, dealer, or distributor of aircraft and a U.S. citizen. He mails form or forms, accompanied by check or money order payable to the treasurer of the U.S., to the CAA regional office, manufacturing and inspection divisions.

The dealer's tag plan is expected to result in considerable saving of time and paper work, but is not compulsory, since the dealer or distributor may get an individual certificate for each plane if he chooses. Actually, the dealer's tag plan was adopted in response to urgent demands by the Aircraft Industry Association and dealer and distributor groups, and is expected to be used almost universally by those entitled to it.

The new system is regarded by CAA as the ultimate in simplicity possible under existing laws governing aircraft titles. But the \$5 fee later may be reduced if experience shows it is too high. Administrator Wright indicated recently at Charlotte City.

UPMA Asks Instructors Issue Student Certificates

Recommendation that all licensed flight instructors be permitted to issue student pilot certificates to persons learning to fly, has been made to Civil Aviation Administrator T. P. Wright, by the United Pilots & Mechanics Association. Effective control of such a licensing system could be maintained by issue of temporary certificates, subject to cancellation if not approved by CAA, and by transferring authorization of an individual flight instructor to issue such certificates if he failed to conform to CAA standards, it was pointed out.

UPMA, and the recommendations was needed to provide for more convenient student pilot licensing at more than 5,000 airports where no licensing facilities exist.

Canadian Helicopter Ready for Test Flight

First Canadian-built helicopter is now ready for test flights. Built for Intercontinental Airlines Co., Montreal, by Rotax Engineering Products Co. of Montreal, Canada, the helicopter was designed by Bernard Bessner and Selma Gottlieb of New York, and is called S-G Hawk VI. The helicopter will be able to carry two passengers and pilot, with 50 pounds of baggage or freight, carrying enough fuel for two hour flight of about 160 miles.

Intercontinental Airlines plans to have these helicopters mass produced at Montreal, and to bring costs down to \$10,000 per aircraft. The helicopter was designed for commercial operations. No license has as yet been issued in Canada for helicopter air services.

Price Cuts

Reductions of \$200 in the price of the two-place Luscombe Silversides to \$2,995 Syracuse, Dallas, for the 85 hp plane, and \$1,795 for the 80 hp deluxe Silverside, were announced last week by Leopold H. P. Klotz, Luscombe Airplane Corp. president. The reductions will not be accompanied by any curtailment in workability, materials, equipment or other features of the two all-metal planes. Klotz said, but result from savings due to improved production efficiency which are being passed on to the customers.

Briefing For Private Flying

ABOVE AVERAGES—A significant point is raised by the United Pilots & Mechanics Association, in commenting on a recent proposal by CAA that glider pilot flight certificates be "above average ability," and of "excellent reputation." UPMA has recommended that these requirements be changed to "average ability" and "good reputation." Says UPMA: "Aviation must serve the masses to succeed. Aviation is dealing in averages instead of above averages. It is also depending on persons of good reputation to do a good job instead of persons with excellent reputation. We doubt if many CAA inspectors could qualify for above average ability and excellent reputation. Most of them are average fliers of good reputation and they are doing a fine job. Why should we require more of the pilot examiners than we require of our inspectors?"

FLYING STATION WAGON—Silson's new flying station wagon designed for farmers, ranchers, sportsmen, salesman and charter operators, promises to be one of the most useful personal planes which has yet been offered. With easily removable seats, it provides a cargo compartment which will carry 600 lb. of baggage, equipment, tools, farm produce or supplies. Yet with the seats in, it provides a comfortable stand-up four-seat plane, which lands and takes off in small fields. Basically the plane is the Versar 194 which has been proved new by approximately a year in forward operation. Flying farmers have asked repeatedly for a weatherable airplane of this type, and now that Silson has provided it, the industry will watch with interest to see how the plane is accepted.

CUB CHOP BUSTERS—Another exhibit of interest to flying farmers at the National Aircraft Show, not too far from the Silson station wagon display, is the Piper Cub chop buster, a J-3 Cub trainer modified for use as a crop duster, and capable of getting in and out of small fields in which the bigger heavier-powered crop duster planes couldn't have access.

CRUISERS ONLY—Piper Aircraft Corp. last week completed the outfit of its Cub J-3 trainer production from its main Lock Haven, Pa. plant in the new Pecos City, Okla. Piper plant. The Pecos City plant has now stepped up trainer production to 19 a day and once expects to make 12 a day. Meanwhile the Lock Haven plant will make the 100 hp four-place Cub Super Cruisers exclusively, as both production lines and capacity is getting production of them up to 38 a day by the end of the month. While demand for all training type planes, including the Cub trainer, has slackened off some, unusually, and because the GI aviation schools have had most of their trainer demands met, demand continues steadily for the Super Cruisers, regarded generally as one of the best values in air transportation on the market.

SAFETY POSTERS—A series of "fly right" posters is being distributed by CAA, for placement at airports in a move to improve further the accident record for private flying already considerably better in 1948 than in pre-war years. The first poster shows a poster print "hot pilot" heading his plane for a telephone wire as he waves to his girl friend from an altitude obviously too low for safety. It bears the legend: "Don't show off, fly right and live to fly." CAA records show that their accident investigations for 1,600 registered aircraft have dropped 44 percent from 27.5 in July, 1941 to 15.3 in July, 1948. Part of this gain may have been due to the number of inspectors available for investigations, but this is probably balanced by the increased amount of flying per airplane, in 1948 over 1941, which is not taken into account in the comparison.

—Alexander McBurney



ADD Earning Power to the DC-4 with WRIGHT CYCLONES

The 1425 HP Cyclone 9HD Power Unit offers outstanding and maintenance advantages which no DC-4 operator can afford to overlook. Proven by scheduled airline service, this Wright development pays for itself many times over.

The Power Units are complete in the firewall, fit the present DC-4 nacelles, and are completely interchangeable regardless of nacelle position on the airplane.

Consider the summary of advantages. A Wright representative will be pleased to show what the greater saving power of Cyclones can mean to your own operations.

WRIGHT
AERONAUTICAL CORPORATION

Wood-Briggs, New Jersey

POWERED BY CYCLONE

Lower Operating Cost—Higher Speed

Cyclone 9 Power Units offer operating up to 18 per cent saving in direct operating cost and up to 20 MPH increase in cruising speed.

Greater Operational Flexibility

Higher speed at lower operating cost permits more efficient scheduling, greater equipment utilization and allows shorter trip times on competitive routes.

Reduced and Simplified Maintenance

The installation is simplified and accessibility greatly increased. The complete interchangeability of power cells means fewer spares, less specialized tooling and equipment. Reduced maintenance periods mean time in the air, less time on the ground.

Proven and Accessories Utilized

Simple blade removal adapts original DC-4 nacelles to this installation. Major components remain unchanged.

The Cyclone 9 Power Unit is a Wright design, fabricated by the Rite Aircraft Company of Chula Vista, California.



Announcing the great new STINSON VOYAGER



The proved plane—improved for '47!

FOR 34 YEARS Stinson has set a high standard for dependability, performance, and safety in personal planes.

The Stinson Voyager is a plane that has proved its leadership among personal planes in the hands of enthusiastic pilots everywhere.

And for 1947, you'll get an even greater thrill out of the great new improved Voyager! For here is a plane with more internal stability, rugged dependability, and "fly-by-wire" per-

formance than any other personal plane you ever lifted off the ground!

The introduction of this great new Voyager adds new lustre to the Stinson name—new value to the Stinson franchise. Stinson Aircraft Corp., Cranfield, Elkhart Aircraft Corporation, Elkhart, Michigan.

The great new Stinson Voyager for '47 is a 4-place, "fly-by-wire" plane... series model 101 of 1947... 350 horsepower... cruising at 242 m.p.h....

... maximum speed, 310 m.p.h. ... takes off fully loaded (5,250 lbs., gross weight) in only 650 feet ... rate of climb, 620 f.p.m. ... service ceiling, 15,000 feet ... flying range, 404 miles ... steps in 990 feet after landing ... for quick take-offs and short, sharp landings ... built in wing slots for safety. One-acting double landing gear for incredibly smooth, cushioned landings. Two-way radio. Radio-compass. Automatic engine oiler. Electric starter. Emergency fuel pump.

Stinson

For 31 years—America's greatest name in personal planes

Stunning new interiors in Gray, Duxbury and mahogany. Stinson's new interiors... designed by the famous... and a dash of new... paint—all blended in a pleasing, harmonious... of personal plane beauty. Two models are available—the 4-place Voyager 101 and the "Fly-by-Wire" Stinson... with fuel capacity of 55 cubic feet... pilot and 600 cubic feet.



PRODUCTION

BUSINESS OUTLOOK

Taxes and Federal Budget Hold Spotlight in Post-Election Thinking

Republican landslide may bring heavy cuts in defense spending; loss carry-back provision appears doomed.

By WILLIAM KROGER

Keeping in mind the historic fact that the "tax" never seems under any obligation to follow the course they suggested when they were the "taxes," observers are charged with definite predictions about what government actions affecting business will result from Republican control of Congress. But two weeks after the elections, speculation still centers on a number of areas of government-industry concern.

Taxes and federal expenditures held the spotlight. There is general belief that corporate taxes will come down. There is some opinion that the loss carry-back provision, which has long been distasteful to the Treasury, is doomed, even as a Congress dominated by the party regularly assumed to be friendly to business.

In its stead, it is predicted will come a loss carry-forward clause.

Government Expenditures—It seems possible that the loss carry-forward might even be preferable for the aircraft industry from here on out. The first postwar year brought heavy rate-increase, government expenses and high labor costs paring for production which in the case of some large companies will not reach a flow until next year. As witness the five months' statement of Curtiss-Wright and United Aircraft, the carry-back was of major importance this year.

The 1947 outlook is not as bright as it might be. The drop in personal plane sales and possible cancellation of transport orders such as TWA's, if other airlines are faced with the same circumstances, could put off to a later year realization of profits that seemed assured some time ago when tremendous aviation expansion was expected.

A cut in federal expenditures on national defense is still a strong possibility, despite general industry feeling to the contrary. More than 70 percent of the total 1947 budget is for national defense, veterans benefits and interest on the national debt. The latter two are untouchable—the one politically, the other economically. General federal expenditures will be cut, but government officials have emphasized over and over that real values could not be made without showing into that huge item labeled national defense.

AAEP Optimism—AAEP's constant contention of the theme that it has the means to protect the country and the "carry on" plan seems to

any troubled region in the world"—without explaining that the aircraft that can implement the words will not be delivered for a year or more—may not help when the time comes to justify budget estimates before a victory-based congressional committee getting to make a record on economy.

Almost certainly to come will be the dropping of wage controls and the end of Selective Service. If a new labor relations law should follow, the resulting stabilization would furnish a sounder basis for planning and should show in production.

View of some experienced observers is that long-term planning by management will be unmanageably easier. Their thinking is based not so much on statistics that may be enacted, as on the belief that the mere existence of a Republican Congress will have a psychological effect upon government administration. In the past, it is pointed out, certain acts have often been used by over-zealous administrators as excuses to push pet social or economic projects far beyond the intent of Congress as contained in the particular act. This was true in WWII, in the early days particularly, in CPA, in the labor bureau and in many other agencies.

There is hope, backed by the power of the purse that Congress always holds, that in the future government administration will



FISH OUT OF WATER!

First view out of the water of AAEP's hydroplane being tested in a speed towing channel at California Institute of Technology. Designed to be launched from a plane traveling about 250 mph, the bomb is propelled under water by a rocket, and developing 2,288 lb. of thrust for 30 seconds, which gives it a speed of about 70 mph and a range of 1,000 yd. Worked carries 1,200 lb. of explosive.

have a tendency to follow less more often than when, with an end to conflicting regulations, massive reports and arbitrary action. That, in many a manufacturer, would be the most important effort of the elections.

Strike Postpones Swedish Production

(McGraw-Hill World News)

Stockholm—While test flights of the prototype of the 34-32-passenger transport plane, Scania, built by the Swedish company Svenska Aeroplan A. B. (SAAB), have been scheduled to begin this month, production of the two-engine airliner (*AVIATION NEWS*, Oct. 21) now appears impossible before the middle of next year.

A strike affecting all metal working operations in Sweden greatly set back SAAB's production on military orders and, consequently, work has also been delayed on the Scania. Deliveries probably can not be made until 1965. The price of the first planes will be 750,000 kronor, about \$230,000. The Swedish European airline, ARA, is known to be interested in the

Spiced A Problem—The big question, in view of the postponement of the delivery date, is whether at that time the Scandia—powered by Pratt & Whitney R-2000 engines for which orders have been placed—will be too slow. The problem is one therefore being considered of fitting it with higher-horsepower reciprocating engines or with turbojets. As presently planned, the Scandia would cruise at about 222 mph.

The Swedes have the designs of the British Goblin jet engine, which powers the Vampire, and are on the point of solving the alloy problems. Although the engines will be built by Svenska Flyg-

maker A. B. SAAB is setting up sheet pressing shops. Pending domestic manufacture, SAAB is fitting Vampire jet propulsion apparatus into its J 28 fighters.

As the only aircraft manufacturer in Sweden, SAAB has been built by military orders, although it is privately-owned. It was originally established because the government wanted a domestic source for military planes and it is protected by a government contract guaranteeing against purchases abroad at cut-rate prices and is also protected to some extent against competition at home.

Making Lightplane—In addition to the Scania, SAAB has in production a three-place aluminum personal aircraft selling for about \$8,700, of which some 20 have been sold. As a hedge against possible unfavorable developments in the aircraft market, SAAB is considering the manufacture of a small automobile.

SAAB's payroll shows a working division of employees: between production workers and technical and design staff. The total during the past financial year averaged 3,736, of which 1,236 were on the technical side. This over-balance is due to the fact that SAAB, although serving a small market, is the sole Swedish car firm and because of government orders must be continually producing new designs.

Sutton Prop Balancer

New suspension type balancer has been developed by Sellen Mfg Co., Dayton, O., for all types of propellers ranging from SAE 7.5 to SAE 80 in shaft size.

Balancer consists of a hollow shaft at center of which is supported a cable. Prop with balancer shaft and proper cone adapters attached is hung in a horizontal position from any convenient sup-

part. At top of the balance shaft is a disc which is fastened to the cable but is free floating over the vertical center line of the shaft. Under the disc is a ring which should be concentric with the disc when prop is in balance. Any portion of ring which extends beyond the disc indicates propeller is heavy in direction where ring shows.

United and Curtiss Show 9 Month Profit

Availability of excess profits tax refunds, and the provision of the tax laws that losses of this year may be carried back and applied against taxes paid on profits in previous years were the difference between a profit and a loss during the first nine months of this year for both United Aircraft Corp. and Curtiss-Wright Corp.

United net for the third quarter was \$1,368,982, and for nine months \$4,879,329, after excess profits credits of \$1,828,938 and carry-back of \$1,583,168 for the quarter, and excess profits credits of \$4,848,329 and carry-back of \$4,879,329 for the first nine months. C-W net for the nine months ending Sept. 30 was \$5,151,643 after carry-back credit of \$13,878,976.

Additional details of the companies' financial reports

✈ United Aircraft—Third-quarter sales amounted to \$28,189,948 and sales to Sept. 30 were \$138,873,732. Cost of sales, respectively, were \$23,461,945 and \$74,484,718. Major items in other costs were engineering, development, selling and administrative, \$4,138,379 for the quarter and \$13,996,935 for the nine months. Net loss before credits was \$1,762,444 for the quarter and \$5,726,021 for the year to Sept. 30.

Cosmo Wright—Sales and Other Income for the nine months to Sept. 30 totaled \$28,798,215, with the cost of sales \$40,235,614. Engineering and development costs were \$6,723,596. Loss before carry-back credit was \$6,231,033. Company has declared a dividend of 90 cents per share of Class "A" stock and the same amount on common stock.

C-W backing rose from \$56,266,775 on Jan. 1 to \$88,230,320 on Sept. 30, while shipments during that period amounted to \$14,847,602. New orders during the same period totaled \$70,182,190.

Figures for Wright Aeronautical, while covered in the C-W report, were listed separately and showed

NO. 19 IN THE SERIES, FEATURING PROMINENT TESTO AIRPORT OPERATIONS

"After seventeen years in aviation, we chose Esso"

says Frederick M. Smith, manager of MacArthur Airport (one of New York's five major airports) and chairman of the Board of Island Air Ferries, Inc. He was a TWA

Captain and Check Pilot for five years, a Chief Pilot for Colonial Airlines, and in charge of Sperry's Flight research during the war.

Feed writer: "After seventeen years in the aviation business, we chose Esso fuels and lubricants for use in our airplanes and for sale to our customers because we wanted quality products as demonstrated by our experience. We feel that the research organization maintained by the makers of Esso products will always assure us of a high standard of quality and performance."



888. AIRCRAFT (GENERAL) Exam Questions/Predictions are in use as of the billion
two elements in N.Y. State. Your gift this list and have it for your reference.

Essa Aviation Research is intensive and unending. With backgrounds of over 40 years of continuous airline experience, deriving from Wright Brothers' first flight at Kitty Hawk, it keeps Essa Design in step with progress with ever-better, high-quality Essa Aviation Products.

YOU CAN DEPEND ON



FLAP FOR HUGHES FLYING BOAT

Almost as long as the wing of standard 21-passenger airliner, this 74-ft wing flap is shown in route from Hughes Aircraft plant at Culver City to Long Beach. It is one of two to be installed on 226-ft wing of the Raytheon-built nose being assembled.



NAVY'S NEW AMPHIBIAN:

New in-flight picture of the XFL-1, Navy's utility amphibian built by Columbia Aircraft Corp., Valley Stream, N. Y., showing action of the landing gear retracting into the wing, an innovation on Navy aircraft of this type. Designed to replace the JRF, the XFL carries six or a personal transport. (Norton & Kelson photo.)

a profit for the nine months ending Sept. 30 of \$5,756,523 on income of \$32,296,283 after carry-back credits of \$10,979,950. Unfilled orders as of Sept. 30 were \$31,118,672. In contrast to the Jan. 1 figure of \$41,379,365. Shipments during the period amounted to \$27,753,737, while new business was \$12,963,384.

Liquid Oxygen Booster

Tested by U. S. Bureau

Practicality of increasing accelerating engine power at altitude by injecting liquid oxygen into the mixture of fuel and air has been established in tests by the Bureau of Standards. At 30,000 ft., a boost of 400 hp and 20 mph was obtained. At 35,000 ft., the increase was 200 hp and 15 mph.

The system can be used only at altitude because the liquid oxygen increases the cylinder head temperature. It therefore does not give additional power at take off. Weight of the system is about 200 lb., 100 of which is liquid oxygen. The Bureau's tests were purely experimental, and made during the war. No service installations were made, although the method was developed to the point where it could have been applied widely if needed. Main disadvantage is the necessity to store the oxygen in well-insulated containers.

De Havilland Orders

De Havilland Aircraft has booked 252 orders totaling more than \$14,000,000 for its Dove, a 111-passenger feederliner, with deliveries extending into March, 1946. Sales have been made in 30 countries

on five continents, including a record sale of 30 to the Argentine government.

Erco-NWSB Battle on Bonus Slashes

Failure to seek government approval before discontinuing quarterly bonuses to employees has brought Engineering & Research Corp., Norwalk, Md., into a fight with the National Wage Stabilization Board that could cripple the company financially by an adverse decision.

Hearings will be resumed in Philadelphia Nov. 27. Because government wage controls have been lifted, the manufacturer of the Kerosene cannot be required to maintain the bonus. It will, however, be subject to possible penalties for not having paid the bonus for the first three quarters of 1945 if it is determined that the discontinuance was in violation of the then existing stabilization act.

Company Chairman Henry A. Bennett, chairman of the board of Erco, and Lester A. Wells, president, testified that the bonus, paid from 1942 through 1945, was contingent on profits being earned, and that approval was not required to discontinue the extra payments when the company suffered a \$300,000 loss in the first quarter of 1946.

To have paid the bonuses in the first three quarters of this year would have cost the company \$300,000. This, added to losses and other involvement, would also have terminated a \$1 million bank loan which falls due when com-

pany losses reach approximately \$700,000. Altogether liabilities of \$1 million would have to be paid, according to Bennett. In November, company attorney The Quancity bonuses varied from \$50 to \$100 depending on the employee's job and his length of service.

Consent Canceled Company. —NWSB, if it finds the company in violation of the Stabilization Act, has discretion to determine how much, if any, of the bonus payments withheld shall be disallowed as costs for income tax purposes. It cannot compel the company to reimburse the employees or reimburse the bonus.

Action against the company followed complaints by employees belonging to the International Association of Machinists, independent union affiliated until recently with the A. F. L.

Meanwhile, ERCO announced that the plant would shut down from Nov. 3 through Nov. 4, although this has nothing to do with the bonus dispute. Declining sales, lack of storage space and generally unsettled business conditions precipitated the shutdown. Company officials say a published report that workers, when informed of the suspension, damaged plants then on the line.

New Aircooled Plant

In order to increase assembly space of its Liverpool N. Y. plant, Aircooled Motors, Inc. has taken over a Syracuse plant. Alfred Monahan, president of Republic Aviation Corp., parent corporation of Aircooled, reports.

The additional floor space, where a working force of 15 will eventually be increased to at least 250 as calculated to add 30 percent to Aircooled's production area. The new Syracuse plant will be known as the parts production division.

Bomber Contracts

General Electric Co. has been awarded two AAF contracts, each for more than a million dollars for research and electrical systems and instrumentation for Consolidated Valder B-36 bombers and Northrop B-35 flying wing bombers.

The contract for the B-36 covers all production models, while that for the B-35 is on the first two production models. GE will manufacture for both types its remote-controlled lighting and fire system developed during the war.

When History Repeats Itself..... COVERED WAGONS will FLY to Sutter's Creek



A man had plenty of time to grow a beard on the long jaunt to California's back in 1849. Hopeful gold-seekers spent months making the arduous trip across the country to Sutter's Creek. Bumbling along in creaking Conestoga wagons, progress was mighty slow, particularly over the rugged Rockies. Now, too, powerful Fairchild Fackets, capable of transporting men through the air at 300 miles-per-hour speed, will be ready to which men and equipment to the scene of the fabulous Gold Rush in a matter of hours.

The remarkable progress already made by the air

freight industry is a tribute to the designers of American cargo-carrying aircraft. Flying men of merchandise swiftly and safely calls for aircraft designed for maximum weight and maximum strength, advantages inherent in OSTUCO Steel Tubing. Through experienced craftsmanship and rigid adherence to quality standards of production, The Ohio Seamless Tube Company has helped solve many perplexing design and structural problems for the aviation industry. Expert research and advanced methods of manufacture assure the soundness of this important service in the future.



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* Canadian pipe conditions: Toronto & Power Engineering Co., Ltd. (Toronto, Montreal, Hamilton, North Bay, Sarnia, Vancouver, Windsor and Winnipeg)

MANUFACTURERS OF SEAMLESS AND ELECTRIC-WELD STEEL TUBING



The slip-proof, foot-gripping surface of MELFLEX Safety Step Treads are ensuring thousands of airline passengers absolute "foot safety" in ingress and egress to many of America's finest transport planes. This positioning now guarantees, while climbing from or going aboard, this same complete safety that is there in the air.

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MELFLEX Step Treads are a direct form of low cost "insurance" against passenger ramp accidents. MELFLEX does its slip prevention job regardless of weather, wet or dry.

You can get this same slip-proof protection for your passengers!

DURING THE SHOW

MELFLEX lead carriers in Cleveland—see Melflex Stand A-10 for info L. E. Warford

MELFLEX supplies Step Treads "tailored-to-fit" passenger ramps—similar protection is available for your shops and offices. MELFLEX Shoring Irons and Braces are also a few safety devices in a complete line of slip-proof MELFLEX products. Write today for descriptive literature.

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Boeing Opens Drive For Air Engineers

Seeking 400 additional men for its engineering staff, Boeing Aircraft Co. has begun sending interviewers to college campuses as part of its "talent scouting" program announced some months ago. Object is to attract students in engineering schools in a career in aircraft production, specifically with Boeing.

Already seeking these students to be graduated in late winter, Boeing has teams of engineers making the rounds. Generally, the party visiting a particular school includes an alumnus and the company expects unusually favorable acceptance by the faculty.

Procedure is to first discuss the problem with the dean of the engineering school, after which the needs of particular students are considered. The company representatives explain the needs of the aircraft industry, emphasizing that the demand for engineers is not limited merely to the field of aeronautics, but also includes mechanical, electrical, heating, ventilating, metallurgical, and a variety of other areas.

The same type of information is exchanged with the teachers and students. Usually, the interest is so great on the part of the school, the Boeing engineers are invited to address the students during class periods.

To date, the two most often asked questions by students are: what about housing in Seattle and how much drafting will have to be done? The company has its own housing program, so the answer to the first question isn't so difficult. However, Boeing expects there seems to be a widespread misconception about the word "drafting" in the aircraft industry. The company points out that in most cases drafting was not only as a means of putting on paper the engineer's creative ideas.

Boeing declares that the immediate need for engineers has been estimated to be 50,000, and that the supply won't meet the demand until 1948.

Honeywell Profit

The Minneapolis - Honeywell Regulator Company reported for the nine months ended September 30, 1945, after provision for taxes, a net income of \$2,612,285. This is

equivalent, after preferred dividends to \$2.15 per share on 1,243,408 shares of common stock outstanding. Net income for the same period of 1945 was \$2,484,991, or \$1.75 per share.

For the three months ended September 30, 1946, the company reported net income of \$3,381,829 or \$2.94 per common share after preferred dividends. Net income for the like quarter of last year was \$3,016,000 or 24 cents per common share.

Crash Resistant Fuel Tank For Reducing Fire Hazard

Designed to reduce aircraft fire hazards is a reformer, a crash resistant rubber fuel tank has been developed by the engineers of the U. S. Rubber Co. A fraction of the weight and more than twice as strong as earlier tanks of this type, it is made of a combination of specially compounded synthetic rubbers, plastics and nylon and can withstand temperatures ranging from —80 degrees to +200 degrees F.

A new manufacturing technique has eliminated seams in the inner liner and the broken barrier which guarantees a gas-tight seal. The tanks feature a patented design of die cast fittings less than half the weight of those previously used and the unit is supplied as a complete packaged item ready for installation.

Profit Sharing Plan

A profit sharing plan for all employees of the sales division of Southwest Automotive Company, Long Beach, was announced Monday by the company's vice-president, George W. Zelenick.

Twenty percent of the division's operating profit will be set aside each fiscal year, with individual shares determined by sales volume and longevity. Zelenick said: "To be eligible for the first share, which will be given next May 1st, an employee must at that time have been with the company for at least seventeen consecutive months."

The Southwest Automotive sales division, which recently moved into a former 3th Fencing Group warehouse at the south corner of the airport, represents 50 manufacturers of aircraft parts and accessories.

HANSEN

Couplings

PACE INDUSTRY

HANSEN POST-TITE COUPLING

is composed of two parts—socket and distributer plug. They come in a wide range of sizes and are used for all gas and oil lines. They can be used for all gas and oil lines and can be used for all gas and oil lines.

HANSEN 100 SERIES GASOLINE COUPLING

is composed of two parts—socket and distributer plug. They come in a wide range of sizes and are used for all gas and oil lines. They can be used for all gas and oil lines and can be used for all gas and oil lines.

HANSEN 700 SERIES ACETYLENE COUPLING

composited socket and distributer plug and comes equipped with standard left hand acetylene rated sockets and distributer plugs. They can be used for all gas and oil lines and can be used for all gas and oil lines.

HANSEN 400 SERIES OXYGEN COUPLING

consists of socket and distributer plug and comes equipped with standard left hand oxygen rated sockets and distributer plugs. They can be used for all gas and oil lines and can be used for all gas and oil lines.

HOW THEY OPERATE!

1. INSERT POST-TITE COUPLING

2. INSERT PLUG OR PLUGS

3. TIGHTEN PLUG OR PLUGS

HANSEN MANUFACTURING CO.

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SPECIAL AIR SERVICES

CHARTER NONSCHEDULED INTRASTATE

Alaskan Carriers Face New Rules

CAB examiner recommends exemption of both operators, tightened supervision over certificated lines.

Alaskan bush flyers conducting private passenger and freight operations with lightplanes will be permitted to continue in business without a CAB certificate of public convenience and necessity if the Board adopts recommendations made by examiner Raymond W. Slough following an investigation of air service classification in the Territory.

Slough found that an undue burden would be placed on both the airlines and the government if enforcement of the certificate provisions of section 401 of the economic regulations were required with respect to all irregular service. The pattern established by most of the bush pilots is in the public interest, Slough declared, adding that the small operations had not prevented the total volume of Alaskan air transport business to an extent that would jeopardize certificated carriers.

Development Varied.—The examiner admitted that aviation in Alaska during the war had developed along lines consistently at variance with the strategy originally contemplated by the Board. However, he found that certificated carriers should responsibility for this situation with the uncertificated operators. The former, in many cases, were not providing the service authorized in their certificates and in some instances encroached upon other certificated lines as much as did the bush flyers, Slough declared.

Finding that the temporary blanket exemption order of July 30, 1945, should be terminated, Slough recommended that the Board issue a new exemption permitting operation of exclusively irregular air carrier services without certificate, subject to appropriate limitations. Exempted carriers, he said, should be prevented

by the same safety regulations observed by the certificated airlines.

Reasonable Limitation.—Additionally, Slough declared, uncertificated carriers should be subject to reasonable conditions and limitations designed to confine these services to those contemplated by the new exemption and to terms that will assure fair and non-deceptive competitive practices. Certificated carriers should be required to file operation schedules with the Board, and stops named in a company's regular route certificate but not being served would be transferred to the line's regular route certificate.

The examiner's report drew an optimistic picture of air transport growth in Alaska during the next five years and predicted that the airlines would penetrate farther into the traffic now moving by surface. Whereas Alaskan passengers numbered 70,322 during the 16-month period ended Aug. 31, 1946, Slough forecasts at least 335,000 passengers annually by the end of 1950, with even larger proportions in the air freight business.



Doing Business: Workhorse of Wien-Alaska, a Boeing 247-D takes aboard passengers for trip to northern Alaska. Frozen fish, whale blubber, mining equipment and oil drums are crated, passengers taking what space is left. Warm days in 1951 with single passenger, open cockpit plane, charged \$7.50 for 245-mi. flight to Wien. Fare now is 25¢ over same route.

California Eastern Traffic Increases

Carrier projects estimate for operations during 1958 and 1959 with a CAB certificate.

California Eastern Airways, Inc., Oakland, Cal., first major contract carrier to utilize C-54s exclusively in transcontinental operations, has reported sharp increases in traffic since last spring.

An applicant in CAB's forthcoming test, California Eastern states in its exhibits that ten rules flown rose from 169,547 in May to 233,908 in June; dropped slightly to 158,845 in July, and jumped to 406,547 in August. Load factors during the four-month period were 36.36, 49.41, 30.79 and 38.92, respectively.

Revenue \$66,764.—Total revenue May through August was \$64,696, operating loss was \$66,756, and net loss, \$98,918. For August only, revenue was \$72,628, operating loss, \$29,947, and net loss, \$21,817. Of the \$72,796 lb. of cargo carried during the period, passengers segregated 284,897 lb.; flowers, 284,275 lb.; fabrics and apparel, 194,855 lb.; grapes, 90,800 lb.; berries, 38,346 lb.; dairies, 23,675 lb.; hardware and machinery, 28,208 lb.; and oil burners, 21,120 lb.

California Eastern now has four C-54s and one C-47 on hand and operates five round trips weekly

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coast to coast, with service to New York, Chicago, St. Louis, Kansas City, Los Angeles, Portland and Seattle. The carrier last month acquired the assets of Mercury Transport Corp., New York, and Columbia Air Corp., Portland through merger.

Starting with a base rate of 14.5 cents a ton mile on May 15, California Eastern was forced by competition to cut its tariff to 11 cents a ton mile early in July. On Oct. 1 the minimum base rate became 13.2 cents a ton mile, which the company considers satisfactory for C-54 operation.

13.2 Cent Rate—If certificated, the carrier would quote a base rate of 13 cents a ton mile for scheduled lots. With an average of six C-54s in scheduled operation due in 1949 California Eastern estimates it would fly 32,265,339 revenue ton miles at 85 percent load factor for net operating income of \$134,546 in 1949, with an average of eight C-54s in operation. At 90.5 percent revenue ton miles at 39 percent load factor are forecast with \$659,745 net income.

Slick Cuts Operating Costs To 16 Cents a Ton Mile

Encouraged by its achievement in setting a new company record for ton miles flown (2,534,005) and load factor (74 percent) during October, Slick Airways is hoping to reach a break-even point on operating expenses and earnings by the end of the year.

In April, the carrier had operating expenses of about 45 cents a ton mile and revenues of about 17 cents a ton mile, a 30-cent differential. By the middle of last month, expenses were trimmed to about 16 cents a ton mile, while income was close to 13 cents a ton mile, a 4-cent differential. Meanwhile, Slick repeatedly is interested in obtaining two surplus Lockheed Constellation as high-speed additions to its present fleet of 19 C-47s. Constellation. The planes would be placed in cargo to coast service.

Banana Run

Arroyo Larios Americanas, San Salvador, recently began flying Guatemala bananas to the U. S. on a large volume basis. Previously considered impractical because of OPA collapse, the banana flights can now be made from Central America at a reasonable price, the

carrier states. ALA operates C-47s non-scheduled out of St. Petersburg, Fla. and on a scheduled basis in Costa Rica, Nicaragua, El Salvador and Guatemala with exceptions to Panama and Colombia planned shortly.

American Air Express Shows \$9,330 Profit

The red ink with which its competitors have marked up stable deficits month after month probably will be used by American Air Express Corp., New York, as a strong argument for its own certification in CAA's air freight case.

Comparing its operations to those of six other airlines—most of them considerably larger—American Air Express finds itself leading in profit revenue this during May and June, only months for which comparative figures are available. For the two months, AAE reported \$51,405 revenue and \$6,230 profit, a profit ratio of 12.1 percent.

Figures Listed—by contrast, according to the American Air Express exhibit, Lane Star Air Cargo Lines had revenues of \$24,888 and profit of \$3,485, a profit ratio of 14 percent; Airtrans Cargo Lines (Houston), \$15,149 revenue, \$912 profit and 5.9 percent profit ratio; Ridge Airlines, \$43,474 revenue, \$4,454 loss and 11.4 percent profit ratio (red); National Air Cargo Corp., \$44,911 revenue, \$11,624 loss and 25.9 percent profit ratio (red); Air Cargo Transport Corp., \$106,399 revenue, \$66,492 loss and 62.6 percent profit ratio (red) and Slick Airways, \$152,374 revenue, \$125,892 loss and 82.6 percent profit ratio (red).



VETERANS' AIRLINE:

A C-47 operated by Meteor Air Transport embarks members of American Veterans Committee for Des Moines at La Guardia. A 23-employee contract carrier that started flying in May, Meteor serves eastern seaboard and middle western states, carries mostly cargo, is run by ex-AVC captain, "Bud" Morris, vice pres. operations. Pilots and mechanics are all veterans.

American Air Express states positively that, from the outset (this company) was completely aware that stock financing was obtainable and if obtained would assure, at the risk of others' adequate capital for physical expansion and corporate development. The carrier intends to continue operating on a conservative basis using private capital pending outcome of its application for certification.

Can't be Coast—New flying coast to coast with three C-47s, AAE started service May 1 with a base rate of 20 cents a ton mile, dropped it to 15.1 cents on June 1 and to 13.2 cents on Aug. 1. No further reductions are contemplated.

If certificated for scheduled service, American Air Express plans to operate four DC-3s and five DC-4s with a minimum bulk rate of 12 cents a ton mile on coast to coast shipments of 3,000 lb. or over. At a 97 percent load factor (break-even point) the company would fly 27,474 revenue ton miles annually. At 55 percent load factor, revenue ton miles would total 30,413,428, and profit would be \$368,382.

Strike Boosts Cargo

The West Coast maritime strike has diverted large quantities of cargo to the air routes between Seattle and Anchorage with cows, hay, eggs, chickens, fruit and machinery and other items being parceled by plane. Officials of Air Expressers Co., Seattle, say the strike has given airfreight an impetus that may take traffic away from surface transportation even after settlement of the shipping strike.

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AVIATION NEWS • November 18, 1945

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Sales Resistance to Lightplanes Reflected in Stock Price Declines

Preferred shares also break sharply in general market slump as post-war predictions are revised; Aeronca equities do best, survey shows.

Sales resistance in the lightplane field has been reflected in the sharp decline in the stock prices of leading lightplane companies. Production cutbacks are evident in many companies accompanied by more sober analysis of the available markets. During 1946, some 30,000 lightplanes will have been built—six times the number for any previous year. A few months ago, the estimate of 170,000 planes for 1947 was raised to 200,000, a very different picture. Such projections have now been revised drastically downwards.

The changing general economic scene is one of the major reasons for this revised picture. The market is definitely tighter for those who can afford to pay \$2,000 to \$3,000 for a personal plane. Certain other models run from \$5,000 to \$7,000. The boom earlier in the year stemmed from fixed base operators requiring aircraft devised to give flying lessons under the G.I. Bill at \$10,000. This demand now appears to be diminishing. Lack of adequate airport facilities is slowing the growing ownership of private planes has also been a retarding factor for new sales.

Popular Lessons—In the sharp market decline of recent months, the equities of the lightplane builders suffered severe price losses. This in itself would not be particularly unusual except that a number of preferred stocks of the lightplane companies broke sharply as well. Ordinarily, preferred equities are more resistant to sharp price declines in view of the conservative qualities inherent in their nature.

An outstanding example is that of the 5% preferred of the Globe Aircraft Corp. These shares are now around 14% to 25% below their 1946, 1947 prices. This preferred was sold at \$10 per share. These shares are con-

vertible into the common at the rate of 1% share of common for each share of preferred.

An initial dividend of 13 1/2 cents per share on the preferred was paid in July. The next quarterly dividend due in October was deferred. The passing of the recent dividend undoubtedly contributed to this sharp drop in the market price of the preferred stock. The common stock which previously this year sold as high as 1/2 is now selling 1/4 to 3/8.

Paper Airlines—Securities of Paper Aircraft Corp. have done slightly better than Globe. In May of this year, Paper sold 100,000 shares of a 4 1/2 percent convertible preferred at \$10.75. These shares shortly thereafter reached a slight premium. The current market is now quoted around 7 1/2 to 8. Details of Paper have not been anywhere near as large as those for Globe. Paper, therefore, has been able to pay the recent quarterly dividend on the preferred following the market improvement in July.

Paper common stock is now selling around 5/8 per share. Its high for 1946 was 1 1/2. Preferred is convertible into the common stock at \$12.50 per share of common stock. This conversion price is very attractive at the present time. But as earnings improve, this conversion privilege has little value. The best market history of all the lightplane equities belongs to the securities issued by the Aeronca Aircraft Corp. The 5% percent preferred has suffered but a nominal decline and has held its better than the general average in the entire securities market. While this preferred sold as high as 22 earlier this year, it is now available around 14 to 15% and higher than the 1/10 offering price of two years ago.

Investment Player—The Aeronca preferred has the benefit of con-

siderable market seasoning and has attained a certain amount of investment favor. A small issue of only 75,000 shares, this senior security has maintained regular quarterly dividend payments. The conversion feature has imparted tremendous speculative attraction to the issue. Convertible into the common at \$7.50 per share, the preferred has been quick to reflect the price movements of the junior equity.

Aeronca common is currently quoted around 10% to 12 and has retained the general market decline.

Cessna's common stock is now selling at 3/4 or less than half of its peak price of 1 1/4 established earlier this year.

There is no assurance that the same relative market pattern of the lightplane companies will be maintained. The final determination will be made only after the next market for lightplanes has been evaluated. The ability of each company to power its share of orders and to transmit such volume into profitable operations, will, in the final analysis, determine the level of stock prices for the securities of the separate builders.

Janas Sells 2,000 Shares of Colonial

Transactions in aviation securities by officials were mixed during the month of September, according to an official report recently released by the SEC.

Stanford Janas sold 2,000 shares of Colonial Airplane, retaining 44,393. Mr. Janas and a few associates had been acting as underwriters for the unannounced portion of common stock not taken up by other stockholders. This transaction was criticized before the SEC in view of the fact that it allowed stockholders to examine such rights.

Raymond S. Pratt sold 8,500 shares of Aviation Corp. retaining 33,550. He also sold 100 preferred, leaving 5,104.

On the buying side, Melvin D. Miller acquired 500 shares of American Airlines. Also, Thomas E. Wolfe, upon becoming an officer of the American Airlines, purchased 1,000 shares of that company's stock. Frank A. Roetger purchased 1,000 of Cessna, increasing his holdings to 1,400 shares. Also, C. E. Thurman bought 300 shares of Bell. He now has total holdings to 3,300 shares.

TWA Pilot Strike Losses Mount; Re-Hiring 300 Becomes Issue

Both sides charge stubborn, unquiescent demands as deadlock drags on; ten points selected for three-day arbitration board.

The strike by TWA pilots reached a point last week when it was becoming a major tragedy to the airline industry as well as the thousands of passengers by the company's impatience.

Friends of the struck airline said TWA is badly hurt, but decided announcements would further injure its financial position. On the basis of the company's previous figures, cost of the walkout was mounting toward \$10 million.

Many pilots who had expected quick capitulation of the airline management, broke silent and expressed dismay over the widespread damage, wished they could get back to work. Each side charged the other with stubborn, unquiescent demands.

Charge Healed—TWA officials and they said that David L. Scheerer, ALPA president, was holding out for personal vindication, and called attention to a press statement by M. C. Williams, vice chairman of ALPA, that the union had been "instructed" to back up to buy TWA. Union officials it doesn't trust the management.

Officials of the company declared in comment on reports they were negotiating for a strike loan with private banks and reconstruction finance corporation. One authority said TWA's present \$48 million debtors held by construction company probably misadventure of additional loans.

Company is contemplating demand of 30 percent of its personnel. Pilot union it has as many employees as ever and unavailability will slip them, that the management losses toward too many people for ground jobs.

300 Pilot Issue—Principal point of contention between pilots and TWA before chairman Frank P. Douglas of the National Mediation Board was ALPA's demand that

the company retain more than 300 pilots who were in pre-strike training, and guarantee no layoffs of strikers for 60 days after resumption of operations.

TWA management announced it would have to discharge the trainees because it had canceled part of its orders for Skycoaches and Constellations. Pilots want the company action to guarantee the ordered order, or that it is using the strike as an excuse to get out of its Constellation obligations. TWA demands that the order will be reinstated.

Employee Credit—TWA set up a credit account for its furloughed employees, numbering over 14,000, and many of them were taking leave. Officials said the airline's work force was greatly reduced by personnel who went to other jobs. Many of these were highly skilled, capable of getting new jobs readily. Return of ground personnel to work pilots as expected to cause trouble. Pilots strike pay, the union says, is not as regular earnings, from a union fund provided by a 10 percent levy on pilots of other lines. Some of the assumed pilots complained vehemently.

Both sides in the dispute, wary of the whimsies of lay third men at the arbitration board already agreed to, tangled long and unsuccessfully over agents for arbitration, finally agreeing on three-point Company pilots are made, pilots a second if the two fail to agree on a third, mediation board will select him. That one man will assume nearly all the decisive power, the ground crew must be accepted by both sides. Either side could come out with far less than it has been offered.

Points of Agreement—In the controversy over arbitration agents, for example, company wanted to avoid appointing retroactive pay to the board. Douglas reminded



Half Sotkin's first signature to go on the arbitration agreement in the TWA pilots' strike was affixed by TWA executive vice-president Paul Richter, shown signing at National Mediation Board Chairman Frank P. Douglas watches (International News photo).

TWA it has been on a retroactive lease all along, and that inclusion of the subject in the discussion could do no harm.

Tentative agreement was reached on a question of straight salary versus formula pay on overseas and foreign runs; pilots are to get a guaranteed minimum of make-up and time. Many spokesmen for both pilots and management favor a shift from formula to straight pay on domestic operations, but apparently this cannot be done without a revision of discussion 33 by the National Labor Relations Board.

High Intensity Lights Tested At Newark

Two high intensity approach light systems will be tested at Newark Airport as part of Air Transport Association's research program. Plans are to have the \$40,000 project, financed by the AATF, ready for operation by Jan. 1 as tests will be over by next spring.

One system will use 30 3,000-watt lights, each producing a red beam about 10,000 candlepower in intensity, developed for the AATF by the American Optical Manufacturers Co., of Kew-Forest, N. Y.

The other employs 42 green and 24 bright flashing lights, the latter timed so the flash runs from the far end of the approach toward the runway. The noise was four tubes, but otherwise are similar to CAA's single tube approach light. This



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To operators seeking a profitable share of the nation's air cargo transport business, the giant, double-decked Boeing Stratofreighter is of vast significance.

With a cargo space double that of a railroad boxcar, the Stratofreighter will have the lowest direct operating cost of any transport—9¢ cents per ton-mile. It can be loaded quickly through four large doors at once, three at truck bed level, the fourth facing a 500-passenger overhead lift, reducing ground time and expensive airport equipment.

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systems is made by Syracuse Electric Products Co. of Boston.

A committee representing CAA, ATA and the Air Line Pilot Association will supervise the experiments. The city of Newark is providing the power and use of the airport.

Other important factors in effective instrument landings when visibility is poor are high intensity runway lights and ILS radio aids. The former have been installed at Newark and CAA now is putting in the latter.

CAB Amends Opinion In New England Case

CAB has issued a supplemental opinion in its New England route case extending slightly that issued in June. New Haven and Hartford, Conn., have been added as intermediate points on Eastern Air Lines' AM 3 and 6, while the AN 27 certificate of Northeast Airlines has been extended to permit operations between Providence, Newport, R. I., New Bedford-Fall River, Oak Bluffs, Nantucket, Hyannis, Provincetown and Boston, Mass.

In making service available from Providence to cities on NEA's "Mayflower route" which are relatively isolated and have seasonal traffic, CAB said Northeast will now have a more economical operation, especially during the winter months. The Board denied peti-

tions of Skyway Corp., Putnam Airlines and Northeast Air Transport to reopen, reorganize and reconsider the New England case.

Pan American's Bid Bucked by Post Office

Pan American Airways' bid for domestic routes bucked new and formidable opposition during early sessions of CAB hearings in Atlantic City in the Post Office Department made known its position on the international carrier's request for high-speed nonstop service connecting 15 U. S. cities.

Cecil Sullivan, second assistant postmaster general, declared in a policy statement that the routes sought by PAA may be described as "defining on a tremendous scale those which furnish the best air mail service now available to the public." This fact, he admitted, does not itself militate against the granting of the application since approved service at a constant goal.

But the goal is overall improvement, Sullivan emphasized. He declared that certification of the new routes proposed by PAA would divert normal revenue from 12 domestic carriers to such an extent that their efforts to sustain or maintain self-sufficiency might be jeopardized.

Hardest hit by the annual dis-

version, according to Post Office estimates, would be United Air Lines, followed by TWA, American and Eastern. Eight other carriers, the figures showed, would be affected to a lesser degree: PCA, Northwest, Western, National, Delta, Chicago and Southern, Colonial and Northwest.

Air Group HQ

An office building to house the International Civil Aviation Organization and the International Air Transport Association at Montreal is the first to be added by the Canadian National Railways to its wartime-built terminal there. The aviation building will be one of a group of structures, which will include a railway office building and hotel.

Argentine Orders 202s

An order from Aeropostal Argentina for five Martin 202s in the third sale to South American airlines of transports made by the Glenn L. Martin Co., only U. S. plane manufacturer thus far to announce postwar transport plane orders from Latin America. Orders have been placed with the Baltimore company by Comodoro Sal Isidori, and the Dado interests. Argentina, for ten and four 202s respectively. Aeropostal has operated without passenger injury.



BOEING 417 MODEL AT SHOW:

This scale model outlines of the Boeing 417, four-engine local and feeder service transport, is on display at the National Aeronautic Show in Cleveland. It offers the first view of arrangement of the 20-inch cabin



(left) and pilot compartment. The model duplicates all instruments in the full-size plane. Partitioned compartments back of the pilot area is for head baggage. Note panoramic windows in passenger cabin.

British Jet Test

American Airlines' laboratory comparison of U.S. and British jet engines for possible application to commercial use will be watched closely by airline engineers. The carrier disclosed recently that it will support the British engine for the purpose. C. E. Smith, chairman of the Board, and Harold Harris, vice president, American Overseas Airlines, conferred in Europe a few weeks ago with authorities on jet propulsion. Smith confessed that there is no intention that jet engines will operate effectively in present type commercial planes. Special aerodynamic problems were encountered when American considered substitution of jet power in the Republic Rail-bus. If he has ordered, he said, "It will take a long time to design and produce jet or gas turbine transport; that is the reason for undertaking our experiments with jet on bus and boosters."

CAB Turns Down Feeder Transfer

CAB has expressed strong disapproval of the plan by which Thomas R. Gordon (doing business as Orlando Airlines) proposed to transfer certain assets and has temporary three-year feeder certificate to Florida Airways, and to refund Gordon permission for the transaction.

The arrangement, the Board said, would give Gordon stock in Florida Airways in return for which less than one year would enable Florida from the start with losses incurred by Orlando during the two and one-half years preceding May 15, 1946.

As a charter and unaffiliated interstate operator, Orlando lost about \$125,500 between January, 1945, and May 15 of this year. CAB awarded the carrier a feeder certificate last March in its Florida area domain.

The agreement disapproved by CAB would have transferred the assets to Florida as "feeder airlines"—Gordon contending that Orlando's operations were proper experimental and developmental costs.

In concluding its opinion, the

Board observed that the obvious result of the proposed arrangement would be to compensate Gordon for substantially all of Orlando's past deficits at the expense of the new corporation and of its investors, who would suffer losses sustained by means of shares against substance assets.

Inauguration Postponed

Inauguration of Southwest Airways' feeder service between Los Angeles and San Francisco over part of AM 78 has been postponed from November 19 to November 22 because of delays in receiving equipment.



NEW JOINT TERMINAL AT GANDER AIRPORT:

Eight international airlines operate the new passenger terminal at Gander Airport, exterior and interior (from entrance) view of which are shown above. Developed in cooperation with Newfoundland's Civilian Aviation Department, the new terminal building, across the field from its predecessor, is the outgrowth of the sudden change from military to large-scale commercial operations. Facilities in the terminal and surrounding buildings, opened a month ago, include a 208-ft. passenger lounge, ticket counters, bars, restaurants and main service, and hotel accommodations. The eight cooperating airlines are American Overseas, Pan American, TWA, Trans-Canada, Air France, BOAC, KLM Royal Dutch, and Scandinavian Airlines System. J. M. Eaton, AOA vice-president, was chairman of the airport's Gander Airport Committee which coordinated the project.

IATA Favoring Interline Accounts

International airline operators concluded their latest gathering early this month at Lima, where the second Annual General Meeting of the International Air Transport Association adopted resolutions in favor of an international clearing house and interline accounts on a sterling or dollar basis.

The meeting, attended by nearly 300 representatives of 16 airlines, including 11 with U.S. home offices, also went on record in favor of standardization of dimensional units in international air trans-

port on a world-wide basis, and proved by resolution priorities of the Warsaw Convention preserving intergovernmental relations of the carriers.

Dr. J. Vento Ribeiro Dantas, head of Cruzeiro do Sul, Brazil, accords Dr. Hader Albi Ebnas of Egypt's MISA, secretary on procedure. The next annual meeting will be held at Rio de Janeiro. Budget for 1947 was set at \$2,480,000.

IATA listed 37 founding members at the first annual general meeting a year ago. Of the 39 now on the roster, 59 are active members who are operating, while 11 are associate members who contemplate operation.

According to Sir William P. Hildred, IATA Director General, the total world air transport network is more than 300,000 miles long, a 50 percent expansion during the past year.

Connie Crash Due To Broken Housing

A newly-issued CAB accident investigation report on the fire aboard a Pan American Airways Constellation over central Connecticut last June has outlined in detail the probable cause of the mishap and listed general conclusions concerning fire prevention on the Lockheed Model 94B.

No injuries were sustained by passengers or crew of the Lockheed Constellation, which made an emergency belly landing at Wilbraham soon after the burning No. 4 engine dropped from the wing.

The Board found that the accident probably was caused by fire in the No. 4 engine nacelle due to fracture of the universal joint housing of the supercharger drive shaft, breakage of the adjacent hydraulic line, and subsequent ignition of the leaking hydraulic fluid.

In its general conclusions, CAB observed:

1. The major wing structure in the vicinity of the engine nacelle was not adequately protected from possible engine nacelle fire in Model 94B aircraft.

2. David and other alloys of aluminum are not sufficiently resistant to heat to warrant their use in lines conducting inflammable fluids within the engine nacelle.

3. Hinged beam (boom) at the firewall, the shut-off valves allowed no protection from possible drainage of highly-inflammable



ATC TRIES REVERSED SEATS:

Three passengers are facing the rear of an Air Transport Constellation C-54. Seats were reversed on a flight between Washington and Columbia, to test passenger reaction to riding backwards as a ploy. No adverse comment was noted. Also came from the front into the emergency landing on the beach of the first one-quarter part of the disintegration shock. (Aerob photo)

fluids through fractured or disconnected lines.

4. The design and location of the cabin supercharger drive shaft installed in the Model 94B was the cause of the accident presented a distinct fire hazard because of its proximity to passenger seating area and its proximity to the hydraulic lines.

As a result of its investigation of this accident and a series of other involving fires in flight, the Board recently promulgated new safety regulations applying to all passenger transports with one or more engines rated at 600 hp or over (Aviation News, Sept. 30).

Santa Fe Skyway Asks Certificate From CAB

Santa Fe Skyway, Inc., Chicago, wholly-owned subsidiary of the Anderson, Topham and Santa Fe Railway Co., has applied for CAB certification to carry cargo and mail from Chicago to Los Angeles and San Francisco, from Kansas City to Galveston and between Amarillo and Galveston.

The routes requested are within the general area of the railroad company's surface operations. Santa Fe Skyway now owns four

DC-3s and three DC-4s and is carrying freight under contract on a nationwide basis.

American Airlines Net \$837 Profit

American Airlines reported last week a profit for the first nine months of this year of \$837.54 before federal income taxes, but net profit was brought up by a tax credit of \$150,000 resulting from loss on a tax loss. The figure of \$787,543 net profit for the first three quarters of 1946 compares with \$4,058,640 for the same period last year.

The carrier showed a \$603,045 net profit for the third quarter, against \$1,191,793 for the third quarter of 1945. Not included in profit and loss for the first nine months this year was a \$1,065,581 estimated cost of delay in reassigning personnel from military contract to commercial operations and from returning personnel returning from military service.

Net operating income for the period was \$1,200,119, compared with \$3,055,588 last year, although operating revenues were up from \$25,301,162 for the period last year.

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G-1014, G-1015, G-1016, G-1017, G-1018, G-1019, G-1020, G-1021, G-1022, G-1023, G-1024, G-1025, G-1026, G-1027, G-1028, G-1029, G-1030, G-1031, G-1032, G-1033, G-1034, G-1035, G-1036, G-1037, G-1038, G-1039, G-1040, G-1041, G-1042, G-1043, G-1044, G-1045, G-1046, G-1047, G-1048, G-1049, G-1050, G-1051, G-1052, G-1053, G-1054, G-1055, G-1056, G-1057, G-1058, G-1059, G-1060, G-1061, G-1062, G-1063, G-1064, G-1065, G-1066, G-1067, G-1068, G-1069, G-1070, G-1071, G-1072, G-1073, G-1074, G-1075, G-1076, G-1077, G-1078, G-1079, G-1080, G-1081, G-1082, G-1083, G-1084, G-1085, G-1086, G-1087, G-1088, G-1089, G-1090, G-1091, G-1092, G-1093, G-1094, G-1095, G-1096, G-1097, G-1098, G-1099, G-1100, G-1101, G-1102, G-1103, G-1104, G-1105, G-1106, G-1107, G-1108, G-1109, G-1110, G-1111, G-1112, G-1113, G-1114, G-1115, G-1116, G-1117, G-1118, G-1119, G-1120, G-1121, G-1122, G-1123, G-1124, G-1125, G-1126, G-1127, G-1128, G-1129, G-1130, G-1131, G-1132, G-1133, G-1134, G-1135, G-1136, G-1137, G-1138, 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G-1264, G-1265, G-1266, G-1267, G-1268, G-1269, G-1270, G-1271, G-1272, G-1273, G-1274, G-1275, G-1276, G-1277, G-1278, G-1279, G-1280, G-1281, G-1282, G-1283, G-1284, G-1285, G-1286, G-1287, G-1288, G-1289, G-1290, G-1291, G-1292, G-1293, G-1294, G-1295, G-1296, G-1297, G-1298, G-1299, G-1300, G-1301, G-1302, G-1303, G-1304, G-1305, G-1306, G-1307, G-1308, G-1309, G-1310, G-1311, G-1312, G-1313, G-1314, G-1315, G-1316, G-1317, G-1318, G-1319, G-1320, G-1321, G-1322, G-1323, G-1324, G-1325, G-1326, G-1327, G-1328, G-1329, G-1330, G-1331, G-1332, G-1333, G-1334, G-1335, G-1336, G-1337, G-1338, G-1339, G-1340, G-1341, G-1342, G-1343, G-1344, G-1345, G-1346, G-1347, G-1348, G-1349, G-1350, G-1351, G-1352, G-1353, G-1354, G-1355, G-1356, G-1357, G-1358, G-1359, G-1360, G-1361, G-1362, G-1363, G-1364, G-1365, G-1366, G-1367, G-1368, G-1369, G-1370, G-1371, G-1372, G-1373, G-1374, G-1375, G-1376, G-1377, G-1378, G-1379, G-1380, G-1381, G-1382, G-1383, G-1384, G-1385, G-1386, G-1387, G-1388, G-1389, G-1390, G-1391, G-1392, G-1393, G-1394, G-1395, G-1396, G-1397, G-1398, G-1399, G-1400, G-1401, G-1402, G-1403, G-1404, G-1405, G-1406, G-1407, G-1408, G-1409, G-1410, G-1411, G-1412, G-1413, G-1414, G-1415, G-1416, G-1417, G-1418, G-1419, G-1420, G-1421, G-1422, G-1423, G-1424, G-1425, G-1426, G-1427, G-1428, G-1429, G-1430, G-1431, G-1432, G-1433, G-1434, G-1435, G-1436, G-1437, G-1438, G-1439, G-1440, G-1441, G-1442, G-1443, G-1444, G-1445, G-1446, G-1447, G-1448, G-1449, G-1450, G-1451, G-1452, G-1453, G-1454, G-1455, G-1456, G-1457, G-1458, G-1459, G-1460, G-1461, G-1462, G-1463, G-1464, G-1465, G-1466, G-1467, G-1468, G-1469, G-1470, G-1471, G-1472, G-1473, G-1474, G-1475, G-1476, G-1477, G-1478, G-1479, G-1480, G-1481, G-1482, G-1483, G-1484, G-1485, G-1486, G-1487, G-1488, G-1489, G-1490, G-1491, G-1492, G-1493, G-1494, G-1495, G-1496, G-1497, G-1498, G-1499, G-1500, G-1501, G-1502, G-1503, G-1504, G-1505, G-1506, G-1507, G-1508, G-1509, G-1510, G-1511, G-1512, G-1513, 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CAA Moves Forward

Civil Aeronautics Administration, generally considered the most cumbersome, red-tape bound federal agency connected with aviation, is showing encouraging signs of progress.

Administrator T. P. Wright inherited CAA with all its laudable and complex. No one has ever blamed him for what he found there. His first supporters have urged patience: Cleanup in government, with the civil service system's encouragement and protection of mediocrity, requires far more time than a similar housecleaning in private industry where the results can be turned out overnight.

Aviation News has been in the forefront of the impatient public. In time there has developed a united front of several other aviation magazines, stalwart pilot and operator groups such as United Pilots and Mechanics Association, and Aircraft Owners & Pilots Association, as well as the manufacturers' own Aircraft Industries Association with its personal aircraft owners.

Mr. Wright's unorchestrated flying advisory committee representing the best brains of the private flying and fixed base operator groups has been instrumental, although in this particular case suggestions have not been followed as much in recent months.

Mr. Wright has always had great difficulty in believing that matters were as muddled as his literally critics painted out. However, once convinced, he has moved ahead over all inertia and has, with help from only a handful of trusted executives, accomplished much needed reforms.

Aviation News will continue its role of impatient but friendly critic. Constructive criticism of government is an inherent right of the American citizen and the American press. It must be borne—not resented—by public servants. Too many CAA office holders long ago lost sight of their role as servants of the public. Mr. Wright is gradually changing that attitude.

The latest act, all announced within a week, speak for itself. He has abandoned the fee for commercial pilots examination, instituted last spring without advance public notice. He has abandoned the special eye refraction test, which was made a part of the commercial pilots physical examination. He has put into effect a drastically simplified aircraft registration plan which industry pleaded for. He has simplified aircraft parts approval.

These are important steps for public welfare. They were not as simple to accomplish as they

may appear. We think Mr. Wright and CAA merit praise. They have our support. But we hope they won't stop with these. The number of inefficient employees and methods is still too large, the inspection staffs should be re-examined and the failures curbed. Many capable veterans are now available, who would welcome jobs of public service with CAA.

Firstly, the aviation public—which means the manufacturer, the private pilot and plane owner, the fixed base operator, the school operator—should gather up spurs, require some backbone, and learn to scream to high heaven when they are mistreated. They must lose their timidity about demanding further reforms. Too many of these Americans have an unnatural, unnecessary awe of the Washington office holders, and a fear of "the consequences" if they back CAA. CAA has had its day of terrorism for the little fellow. That day is over, and definitely. Persistent effort to attempt to continue these methods will meet quick disciplinary action from Washington.

A definite reform move at CAA is gaining momentum. But Mr. Wright must have the help of critics and the public.

Our Navy's 2-Jet Air Force

With an obvious air of pride and handled on the basis that our defenses are in good order, the Navy Department has announced that within five months it will add to its fleet 17 new warships, incorporating lessons of the war. Included will be "light" cruisers, displacing 10,000 tons—however, such cruisers have been—and mounting rapid-firing 6-in. guns for anti-aircraft defense.

Will it be deeply reassuring to the public—with memories of Germany's and Japan's blasted cities—to know that the Navy has moved so rapidly to modify its establishment to conform to knowledge gained during the war? Perhaps, until they learn the rest of the story, which the Navy has failed to announce because the public is so easily swayed by this time of the all-importance of air striking power that it will ask what the Navy has done in the way of acquiring the latest air weapons, too.

We can furnish that answer, on paper and in the laboratory, a great deal. But as far as modern weapons—shown by the war to be vital—are concerned, it is still a ship Navy. Because since January 1, 1942, the mighty U. S. Navy, the world's greatest, has by its own official figures accepted 20 jet-propelled airplanes, both McDonnell F2D-1 Phantom fighters.

ROBERT H. WOOD



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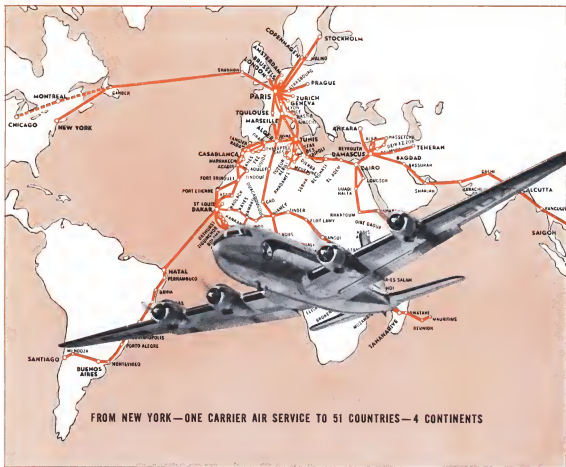
■ In war, Radar tracked out enemy planes, ships and ship positions, saving considerable lives by advance warning of hostile attack. And today, in peace, Radar brings new life to navigation—plotting aerial and marine operations with pinpoint accuracy, through precision radar and over vast distances.

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